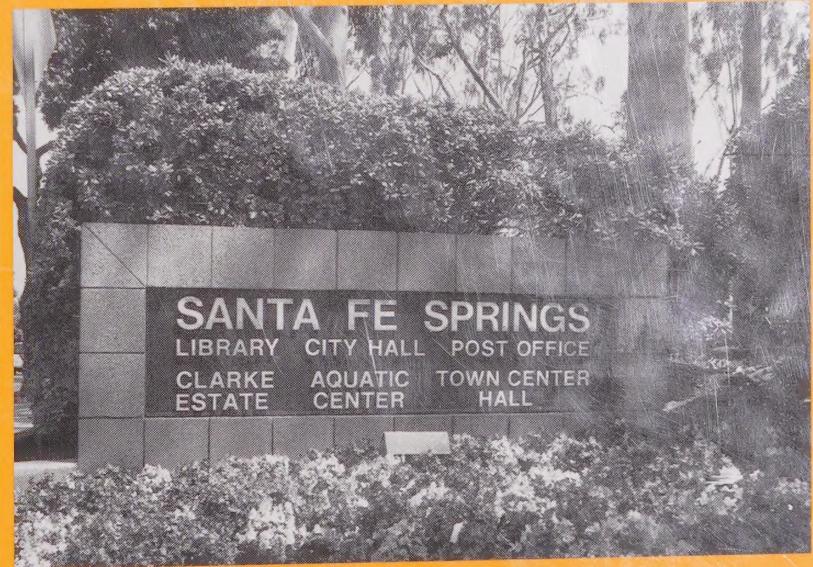


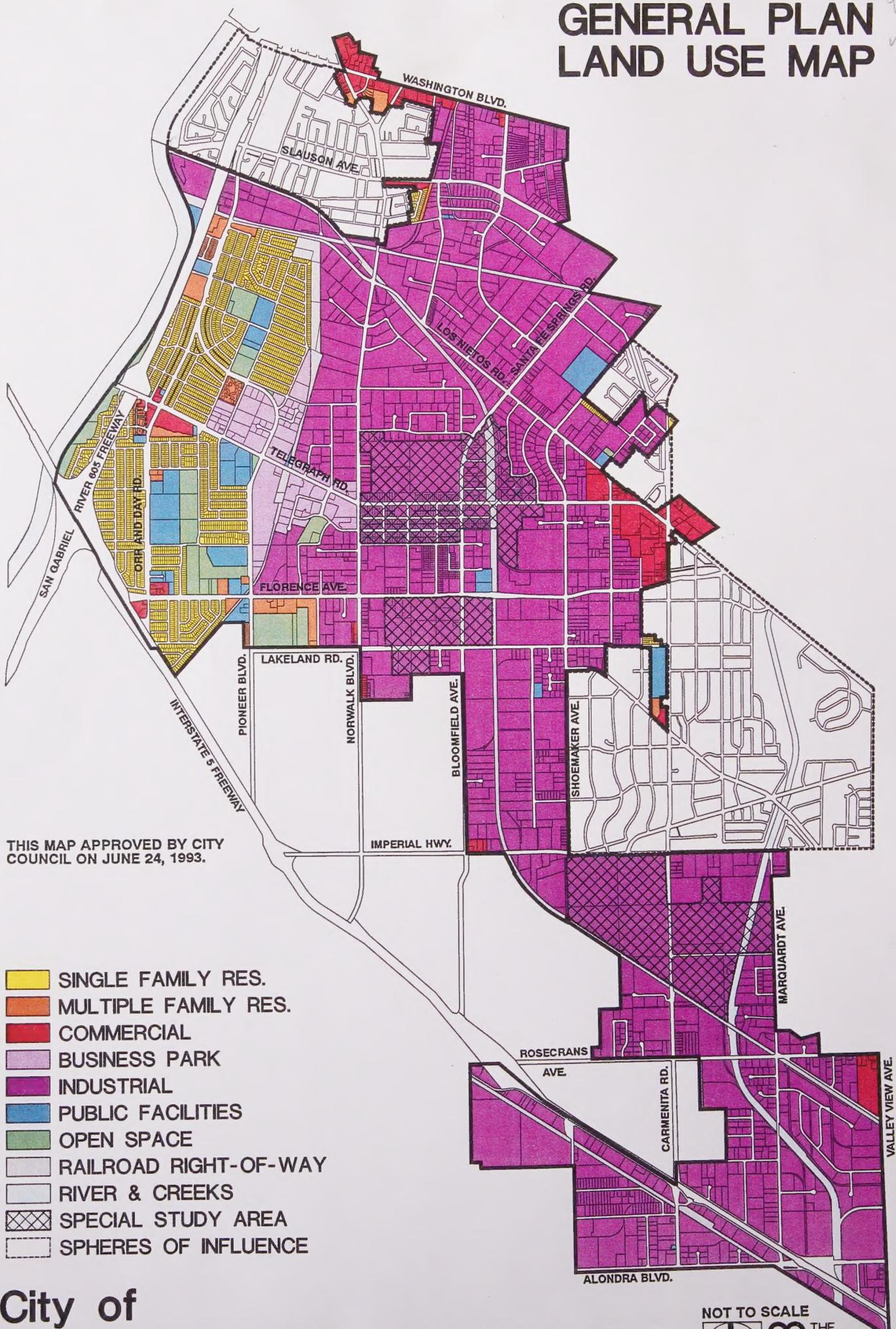
# CITY OF SANTA FE SPRINGS

# GENERAL PLAN



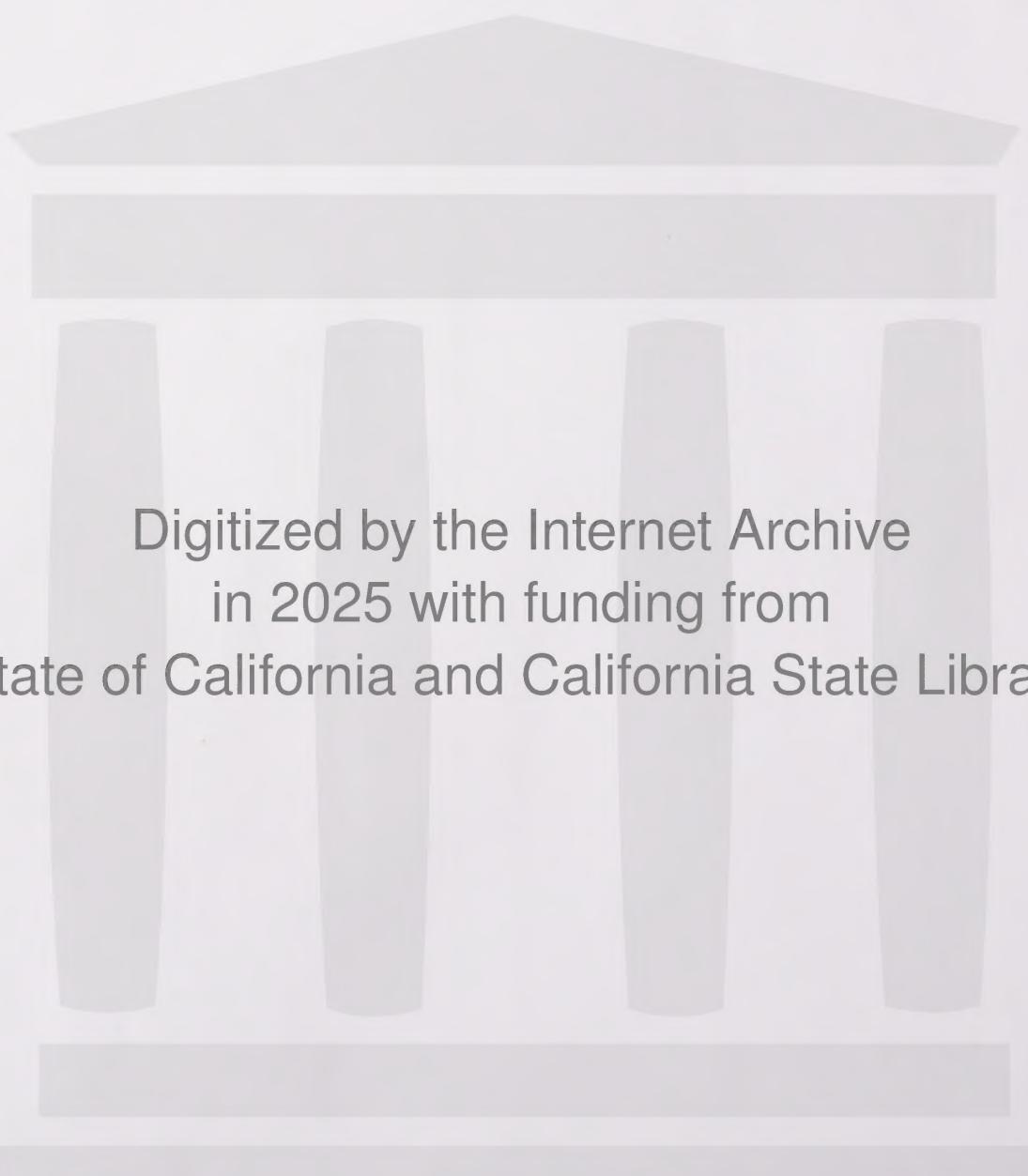
# GENERAL PLAN LAND USE MAP

map



**City of  
SANTA FE SPRINGS**

NOT TO SCALE  
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NEWPORT BEACH, CA 92660-1746 851-3444



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# CITY OF SANTA FE SPRINGS

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February 27, 1995

Head Librarian  
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 109 Moses Hall, University of California  
 Berkeley, CA 94720

Dear Sir:

Please find enclosed for your files a copy of the General Plan and Appendix for the City of Santa Fe Springs.

The Environmental Element, which will include the Source Reduction and Recycling section, the Non-Disposal Facilities section, and the Household Hazardous Waste section, has not yet been certified by the State. Once approved, a copy of the Environmental Element and its accompanying appendix will be forwarded to you for inclusion into these documents.

Please feel free to contact me at the number listed above if you have any questions or comments.

Yours Truly,

*Bill McMillan*

Bill McMillan  
 Department of Planning

enc

Albert L. Sharp, *Mayor* • Betty Wilson, *Mayor Pro-Tempore*

*City Council*

Mercedes A. Diaz • Ronald S. Kernes • George Minnehan

*City Manager*  
 Don Powell



DOCUMENT NO. 45

# THE GENERAL PLAN

of

## THE CITY OF SANTA FE SPRINGS, CALIFORNIA

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Land Use Element adopted June 24, 1993

Housing Element adopted November 26, 1991

Open Space/Conservation Element adopted March 10, 1994

Safety Element adopted April 14, 1994

Circulation Element adopted January 11, 1994

Noise Element adopted February 24, 1994





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Mercedes Diaz  
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## THE GENERAL PLAN

This General Plan has been adopted by the City Council of the City of Santa Fe Springs to provide an overall direction for the future development of the City.

The General Plan is a comprehensive planning document that addresses the many aspects of community life in the City of Santa Fe Springs. It is long range in that it seeks to provide for the needs of the community for as far into the future as is useful and possible to anticipate. The General Plan is also flexible enough to respond to the changing needs and concerns of those who live, work, and frequent Santa Fe Springs.

The State Legislature in Government Code Section 65302 identifies the required seven elements that each county and city must include in the General Plan. These elements should present an integrated and internally consistent set of goals, policies, and implementation measures which, when taken together, present a unified, consistent document that provides useful information for reaching specific management and planning decisions. The State of California General Plan Guidelines define each element as follows:

Land Use Element- The Land Use Element describes the general location, distribution, and various types of land uses found within the City's jurisdiction. The Element also identifies standards for population density and building intensity for all land use categories.

Housing Element- The Housing Element identifies the existing and projected housing needs of the City and establishes programs and policies for the preservation, improvement, and development of housing to meet the needs of those who live in the City.

Open Space/Conservation Element- This Element details plans and measures for the preservation of open space as well as for the management of natural resources, and outdoor recreation. These two topics are described separately in the Guidelines but have been combined into one element in this General Plan.

Safety Element- The Safety Element establishes standards and plans for the protection of people and property in the community from a variety of hazards.

Circulation Element- The Circulation Element identifies the general location and effectiveness of the existing and proposed roadways, highways, railroads and transit routes. It also describes the public water works system.

Noise Element- The Noise Element examines noise sources and provides information relating to noise compatible uses and to aid in the establishment of the local noise ordinance.

Environmental Element- This is an additional element, not required by the State Guidelines, that the City has chosen to include in its General Plan. This element will include the Source Reduction and Recycling Element, the Household Hazardous Waste Element, the Non-Disposal Facilities Element, and the Air Quality Management Plan.



Each element is organized into four main sections: the Introduction; Issues and Opportunities; Goals and Policies; and the Implementation Plan. Because of the amount of information they contain, the Housing Element and the Safety Element have been further divided into subsections.

The General Plan binder includes the Environmental Impact Report (EIR) which analyzes the expected environmental impacts of the Plan and provides recommendations to minimize them. The EIR evaluates alternatives to the policies and programs recommended in the General Plan, including the no-project alternative. The evaluation of alternatives and their environmental impacts helps to ultimately find a reasonable balance between the environmental effect(s) of a project and the variety of public objectives.

Each element is supported by a substantial amount of data collection, evaluation, and analysis. This supporting information has been organized into a separate Appendix, which includes technical background information related to the Land Use, Circulation, Noise, and Environmental Elements.



# LAND USE ELEMENT





# LAND USE ELEMENT

## INTRODUCTION

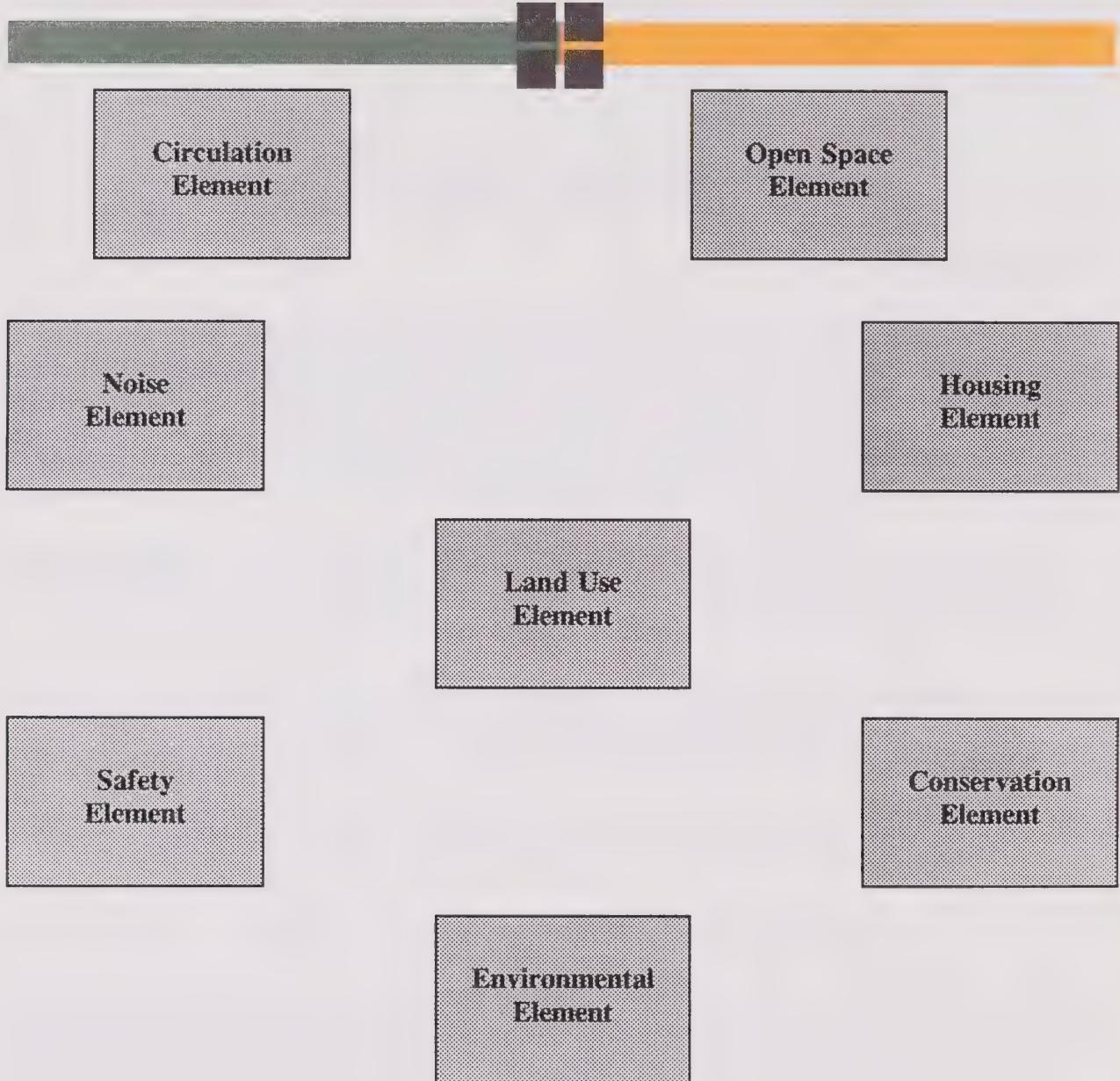
Physical development and appearance are essential aspects of every City, large or small. In order to provide a direction for future planning, the State has mandated the Land Use Element as a crucial part of the General Plan. This element designates future land use patterns, as well as providing an inventory of land use as it exists today, and specifies the appropriate density and intensity of development. In addition, the Land Use Element provides an overall design framework for the City and addresses its implementation.

The Santa Fe Springs Land Use Element meets the State requirements for the inclusion of a land use element into the General Plan. Section 65302(a) of the Government Code states that the land use element must contain the following:

1. A designation of the proposed general location, distribution, and extent of land uses including land for housing, business, industry, open space, agriculture, natural resources, recreation, public facilities, and other categories of land use;
2. A statement concerning the standards of population density and building intensity for each land use recommended in those areas covered by this plan; and
3. The identification of land uses in those areas subject to flooding.

A requirement of state law since 1955, the land use element has the broadest scope and greatest influence of the seven mandatory elements which include Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety. In theory, the Land Use Element plays the central role of correlating all land use issues into a set of coherent development policies. The goals, objectives, policies, and programs of the Land Use Element relate directly to the other elements. In practice, it is the most visible and often used element in the local general plan. Although all general plan elements carry equal weight, the land use element is often perceived as being most representative of the general plan.

In addition to the seven mandatory General Plan elements, a city may adopt "any other elements or address any other subjects which . . . relate to the physical development of the county or city." Santa Fe Springs has elected to add one additional element - the Environmental Element - to its General Plan. This element covers four subjects mandated by state law to be addressed by cities: Hazardous Waste Management, Source Reduction and Recycling, Household Hazardous Waste, and Air Quality Management. Upon adoption, an optional element becomes an integral part of the general plan. It has the same force and effect as the mandatory elements and must be consistent with the other elements of the plan. In turn, all zoning, subdivisions, public works, and specific plans must be consistent with all optional elements, as well as all mandatory elements. Figure 1 identifies all the General Plan elements and indicates the central role of the Land Use Element.



**Figure 1**

The land use element should, whenever appropriate, rely on maps and diagrams to identify the patterns of land use the community seeks to establish through its General Plan. In addition, the State General Plan Guidelines require that the land use element should:

- \* Promote balanced and functional mix of land uses consistent with community values;
- \* Guide public and private investments;
- \* Reflect the opportunities and constraints affecting land use identified in other elements of the General Plan; and
- \* Reduce the loss of life, injury, damage to property, and economic and social dislocation resulting from flooding.

## Existing Conditions and Trends

Located approximately 13 miles southeast of downtown Los Angeles the City of Santa Fe Springs is highly accessible from anywhere in Southern California. Neighboring cities are Whittier, La Mirada, Cerritos, Norwalk, Downey and Pico Rivera (Figure 2). The City lies at the convergence of two major transportation routes - Interstate Routes 5 and 605 - and is traversed by the Southern Pacific and Santa Fe rail corridors. Santa Fe Springs' regional location and proximity to major transportation corridors have been important factors contributing to the City's modern development as a predominantly industrial community.

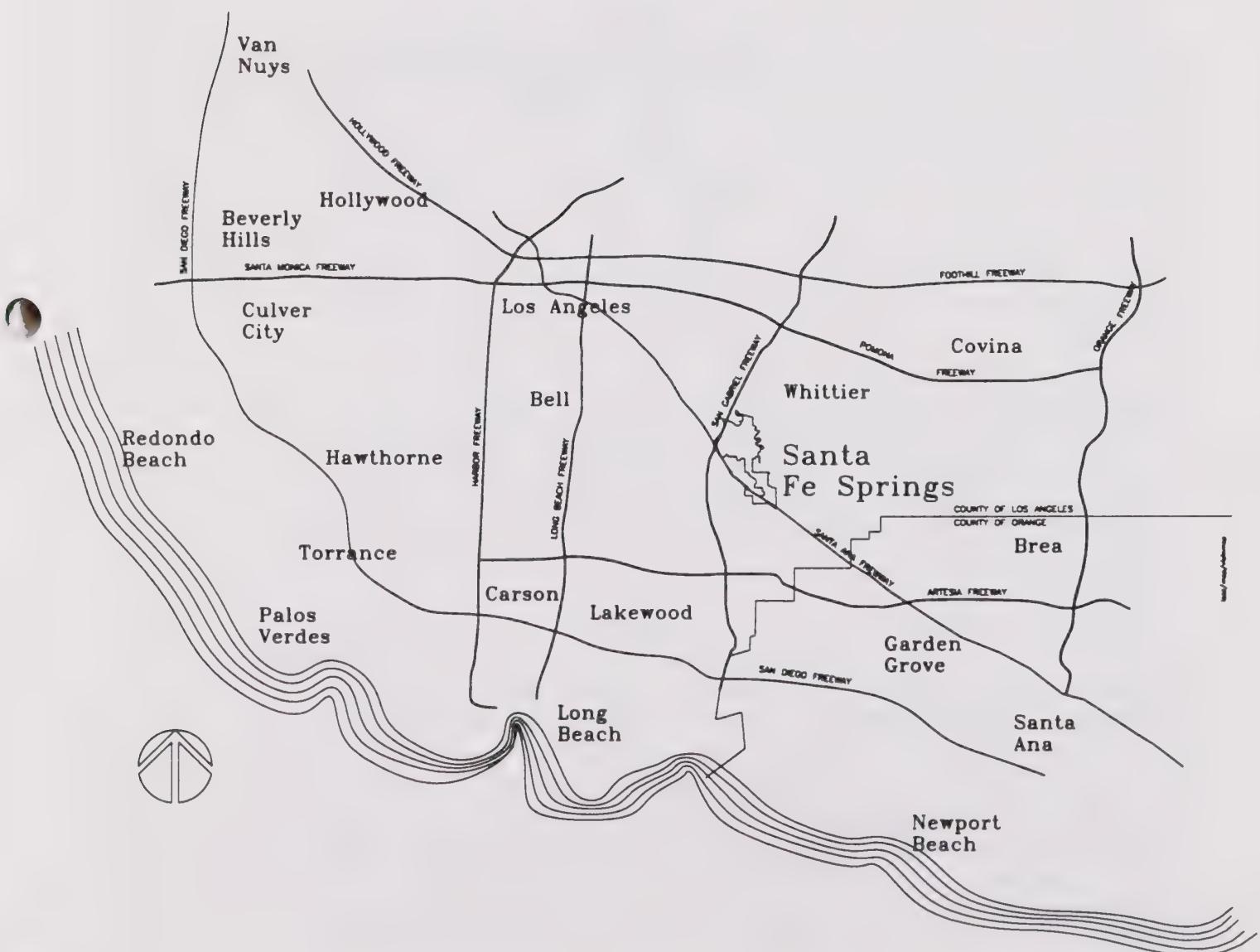


Figure 2

## A Brief History

In her book, Santa Fe Springs: A Pictorial History, Marilyn Jensen compiled a comprehensive history of Santa Fe Springs. Much of the background information in the following section can be found in this book.

The history of Santa Fe Springs began over 200 years ago with a land grant to a Spanish soldier. At the time, not everyone approved of land grants, especially when it meant land would be taken from the largest and most influential mission in Californian history, the San Gabriel Mission. Throughout the next century, the area became a vast cattle empire with herds of horses, adobes, and an array of agricultural products to meet the needs of the local populous.

The area remained a quiet farming community, settled by pioneers, until 1874, when Dr. H.E. Fulton formed the Fulton Sulphur Springs and Health Resort to utilize the sulphur springs he had discovered on his property. In 1886, the Santa Fe Railroad purchased land from Fulton to run a railroad line from Los Angeles to San Diego. The railroad laid out the first townsite and offered lots for sale, but few were sold because of an economic recession.

The Santa Fe Railroad opened in 1888 signaling a new era, a transcontinental market for farm products, and faster, safer travel. Enlarged ranch buildings began to spring up with exotic gardens, taking the place of the small, ordinary adobe. By the turn of the century, people from all over southern California were visiting Santa Fe Springs for its reputation of beauty. From the turn of the century to World War I, Santa Fe Springs remained a close-knit agricultural community.

In 1921, the first oil well was completed, giving birth to the oil boom in Santa Fe Springs. By 1923, new discoveries made the Santa Fe Springs area the state's largest producer of oil. The stampede to Santa Fe Springs was on as word got out that property bought for \$3,500 was now worth \$5 million in oil royalties. Farmers who had struggled to feed their families were suddenly millionaires and, in a matter of years, this new land use forever changed the community of Santa Fe Springs.

Although the oil boom was over by the 1960's, its benefits were long lasting. The discovery of oil had spawned industries which would have never otherwise located in Santa Fe Springs. Machinists, tool makers, and blacksmiths were needed to provide services and repair for drilling equipment. The industrial development in Santa Fe Springs had begun.

After World War II, aging orange groves that had survived the onslaught of oil wells had by now passed their peak of productivity. Industrialists were beginning to realize that Santa Fe Springs' location midway between Los Angeles and Orange County made it a prime prospect for new businesses that would be well served by the existing Santa Fe and Southern Pacific Railroads as well as two major freeways: the Santa Ana and the proposed San Gabriel. Santa Fe Springs had become a residential suburb with a thriving industrial center.

In 1957, Santa Fe Springs officially became a City. Long before its incorporation as a City, those who had lived and done business there realized the inevitable: that industry must one day replace the oil wells. Consequently, almost from the moment of its inception as a city, the Chamber of Commerce and the Industrial League began working toward planning the new city's growth with an early commitment to making it one of Southern California's leading industrial centers.

Today, as the City moves forward into a new age, it is still firmly rooted in the basic values that were the legacy of far-sighted businessmen, industrialists, and public-spirited citizens who established the city. These values include promoting civic participation, fostering a climate conducive to business and industrial development, and amiably blending the city's two worlds: the 15,520 permanent residents and the 100,000 people who come to Santa Fe Springs every day to work.

A municipality covering nine square miles with a 1991 assessed valuation of \$2.5 billion, Santa Fe Springs is a stable city that planned for the direction of its growth. Santa Fe Springs' commitment to the overall quality of its development is well-recognized. Its community identity was established at its inception over 35 years ago, and this image remains important as the City matures.

## **Residential Development**

Santa Fe Springs incorporated in 1957, with most of its residential growth occurring during the 1950s. Approximately nine percent of the City's total 5,500 acres is zoned for residential uses, and the majority of these areas are now fully developed. The changes in the demographic characteristics have resulted in a demand for more housing. At the same time, the population has remained relatively constant. This is due to an increase in single-parent families and an increase in elderly parents moving in with their adult children (three and four generation households). This trend is not only consistent with the 1990 Census Data for the City of Santa Fe Springs, but is also common in many surrounding cities. For more information relating to data contained in the 1990 Census, please refer to the 1990 Census Data Summary located in the Appendix to the General Plan, and for a more detailed analysis of population characteristics, refer to the Housing Element.

As of January 1, 1990, the California Department of Finance estimated the population of Santa Fe Springs at 15,520, ranking 67th out of the 85 incorporated cities in Los Angeles County. The population profile of Santa Fe Springs reflects the City's developmental maturity and broader demographic pressures unfolding within the Los Angeles region. As is the case with many established suburbs, the total population in Santa Fe Springs has stabilized because of the build-out in the residential areas, which are concentrated along the western perimeter of the City away from industrial development. To provide the residents with convenient shopping for goods and services, commercial uses are surrounded by the housing areas. The City remains committed to maintaining the single family nature of its housing stock.

The location and proper maintenance of schools throughout the community is an important component of a well balanced city. Santa Fe Springs has long recognized the positive impact that clean, well landscaped, safe and functional schools represent. In the past, the City has supported this belief by providing funds to local school districts which have been used to improve and enhance school campuses. Santa Fe Springs has also aggressively worked with the school districts to augment open space within the City by advocating joint use of school facilities for public recreation.

## **Commercial Development**

There are four commercial retail centers located throughout the City: 1) Carmenita Plaza and the Santa Fe Springs Mall at Carmenita Avenue and Telegraph Road; 2) Santa Fe Springs Marketplace at Norwalk Avenue and Washington Boulevard; 3) Promenade Shopping Center at Telegraph Road and Orr & Day Road; and 4) Price's Market located at Orr & Day Road and Florence Avenue. During the last 10 years, all but Price's Market have been renovated to enhance the existing architecture and to increase proper usage. All of the updating was motivated by the City through additional landscaping and planning review standards, though financed through private investors, resulting in an overall enhanced appearance of each commercial center. New development standards have also been introduced for industrial land uses.

## **Industrial Development**

Developable industrial land in Santa Fe Springs is rapidly being depleted, as is the case throughout Southern California. Continued release of the land surface not needed for petroleum production will allow the area to be developed with other industrial uses. These tracts have served to focus attention on the area's potential for future growth. A major focus of this General Plan is to emphasize managed and reasonable growth in this area of development. A recent trend that has worked well in Santa Fe Springs is the "Business Park", a combination of administrative offices, scientific research and development laboratories, and restrictive manufacturing plants. This concept stresses increased setback restrictions and landscaping controls which helps create a park-like atmosphere. One such recent development is the Heritage Corporate Center, which is located on Telegraph Road. This very successful development not only provides many jobs and substantial revenue for the City, but also enhances the aesthetic character of Santa Fe Springs as well. The Heritage Corporate Center was built with open space and greenbelts to provide a beautiful setting for light industrial and office oriented uses.

## **Open Space/Recreation**

With over 110 acres dedicated as parks and open space in the City, Santa Fe Springs is known as the "City of Parks." Many parks are visible throughout the City which are not only environmentally and aesthetically pleasing but function as recreation and relaxation areas as well. Heritage Park is one example. There, people of all ages can purchase lunch, visit the Hawkins Carriage Barn, stroll through the aviary or simply enjoy the authentic 19th century architecture. In addition to parks, available industrial and commercial land has been developed very carefully over the last few years with the emphasis on enhancing and preserving as much open space as possible.

## Circulation

Connecting the various areas of the City is a circulation system which provides smooth and safe traffic flow with minimal disruption to residential areas, local parks, and elementary schools. As was shown in Figure 2, the City lies at the convergence of two major transportation routes - Interstates 5 and 605 - and is traversed by the Southern Pacific and Santa Fe Railroads. Santa Fe Springs' location provides convenient regional travel access in any direction. (For further information regarding the impact of the new Century Freeway or the widening of Interstate 5, refer to the Circulation Element). Approximately 15% of the City's total land area is comprised of streets and adjacent easements.

## Summary

The City of Santa Fe Springs today reflects urban development which is almost completely consistent with the City's 1974 General Plan. This is due primarily to the vision, commitment and strength of the community. The 1974 plan called for a community with a low density, single-family residential character. The goals established that detached residential areas were to be contained mainly in the western part of the City near Telegraph Road. This idea was developed to keep the residential community distanced from the noise, dust, and other consequences of the industrial and oil field activity. Commercial uses were to be grouped in such a way as to be convenient to the residential neighborhoods. Community facilities were to be located in the center of the City, equally accessible to all. Throughout the last twenty years, these goals have been largely attained.

## ISSUES AND OPPORTUNITIES

Local government is not the only entity involved in land use planning. Agencies and programs which have influence over local planning include: the California Environmental Quality Act, South Coast Air Quality Management District, California Integrated Waste Management Board, State Office of Planning and Research, Los Angeles County Transportation Commission, Regional Water Quality Control Board, Housing and Community Development, and the Southern California Association of Governments. The Southern California Association of Governments (SCAG) is responsible for much of the regional planning in Southern California in the areas of affordable housing and population growth. SCAG has prepared long range growth and development plans for the Southern California region since the early 1970's as part of the ongoing Development Guide Program. This program provides a framework for coordinating local and regional decisions regarding future growth and development. An important component of this process is the preparation of growth forecast policies at intervals ranging from three to five years.

The adopted growth forecast policies become the basis for SCAG's functional plans (transportation, housing, air and water) for the region. The population totals and growth distributions are used in planning the future capacity of highways and transit systems, quantity and location of housing, water supply, and siting and sizing of sewage treatment systems. For use in the Land Use Element, as well as the Housing Element, the housing forecasts from SCAG are very important. They tell the City how many housing units must be produced to fulfill the City's fair share of the regional housing needs.

Due to the City's predominant industrial environment (approximately 82% of present land use) and the associated incompatibility of introducing additional residential development, a major focus of the Santa Fe Springs Land Use Element will be a continued effort to provide for the conservation and rehabilitation of the City's single family housing stock, in addition to providing for better utilization of land where existing oil fields now exist. While the City cannot anticipate at this time where developer interest for housing may occur, the City is committed to rezoning one or more potential sites within the 5 year time frame of the Housing Element to fulfill its remaining share of regional housing needs, identified as 116 dwelling units.

Another emphasis of the Land Use Element will be to provide for the addition and preservation of open space. This will be accomplished by design review standards and the implementation of increased set backs, greenbelts, and architectural guidelines.

Sites which may be suitable for development, more efficient land use, and additional open space within the City are all identified in the Land Use Element. The City has specified the land use distribution, which is shown on the Land Use Map (which is located inside front cover of this binder) in order to achieve the goals of the Land Use Element. This map serves as a general guide for development by indicating appropriate locations for certain types of land use and by identifying the maximum intensity of land use permitted. This map is not intended to serve as a precise guide for development; however, the more specific information contained in the City Zoning Ordinance and Map must be consistent with the Land Use Map. The City Zoning Ordinance and Map will serve as the primary implementation tool for the Land Use Map by providing more definitive regulations for development standards and land use. The anticipated density and intensity of future development is further discussed below and the current residential density is summarized in Table 1.

TABLE 1  
RESIDENTIAL DENSITY

Land Use	Density Dwelling Unit/Acre	Existing Gross Acres	Existing Population
<b>RESIDENTIAL</b>			
Single Family	8.7	398.90	11,731
Multi-Family	21.8	15.90	919
Multi-Family Apartment	21.8	50.84	3,690
Multi-Family Mobile Home	21.8	8.20	595
Subtotal		<b>473.84</b>	<b>16,935</b>

Compiled by A.C. Lazzaretto & Associates

## Land Use Intensity/Density

According to the requirements of the 1990 State General Plan Guidelines, standards for Population Densities and Building Intensities for each proposed land use must be provided in the Land Use Element. These recommendations will guide the general distribution, location, and extent of public and private land use development. Population density can best be expressed as the relationship between two factors: the number of dwellings per acre and the number of residents per dwelling.

Lot coverages for the commercial and industrial land uses indicate the maximum ratio of the gross floor area of all buildings on a lot in relation to the lot area. They reflect existing land uses and existing development patterns. The location of buildings in designated areas will determine the maximum gross floor area. This is due, in part, to the necessity of complying with setback, open space, and parking requirements.

There is a close relationship between population densities, building intensities and traffic circulation. The City recognizes this relationship and will make every effort to minimize potential traffic congestion due to future land use. The City believes that the current road system, as outlined in the Circulation Element, is adequate to serve the present and future level of traffic.

## Land Use Designations

Sixteen categories of land use (enumerated below) are designated in the Santa Fe Springs Land Use Element. The following categories are consistent with the land use types designated in the Circulation Element and roughly correspond to existing development patterns. Three of the designations are established for residential development ranging from low-density single-family homes to high-density multi-family developments. Three commercial designations are included: General Commercial, Commercial Center, and Freeway Commercial. Industrial categories include: Mixed Industrial, Light Industrial, and Heavy Industrial. Public Service Center is subdivided as follows: Civic Center, Fire Stations, Churches, Community and Cultural Sites, Cemeteries, Parks/Open Space, and Schools. A description of each category is outlined below:

Residential: Among the many interrelated functions of a City, there are usually one or two that are the primary reasons for the establishment of the City and the reason for its continued existence. The provision of municipal services such as transportation, communication, schools and recreation facilities, are essential to all cities. These activities provide the people an environment in which they can reside safely and comfortably and participate in the major economic functions of their community. Santa Fe Springs has, as one of its primary functions, the provision of a desirable and diversified living environment. The City contains detached single-family residences, townhomes, condominiums, apartments and mobile homes, which all meet the needs of the residential community.

- 1) Single-family Residential: Applies to all detached single-family neighborhoods. Roughly 90% of the single-family units are located in the northwestern part of the City. Its purpose is to encourage and promote a suitable environment for family life by providing for the development of adequate homes, yards and other residential facilities, and to protect and

stabilize desirable characteristics of residential areas. Residential dwelling unit densities in this category correspond to those intensities allowed under the R-1 zoning designation, where only one dwelling unit per lot is permitted on each lot of at least 5,000 square feet (8.7 dwelling units per gross acre). Approximately 399 acres of the City are classified as Single Family Residential.

2) Multi-family Residential: There are two sub-categories in this section Condominium/Townhomes and Apartments. Land use includes all residential areas, other than detached single-family and mobile homes, where the prevailing densities for existing residential development correspond to the R-3 zoning designation. The purpose of this classification is to provide a suitable environment for family life for those wishing to live in condominiums, townhomes or apartments. The intent is to promote desirable residential characteristics for medium density living and to stabilize and protect existing medium density areas by the establishment of those requirements and facilities conducive to proper development. Two thousand square feet of lot area is required for each dwelling unit, yielding 21.8 dwelling units per acre. In those areas with a Planned Development (PD) overlay, density may be increased to roughly 25 dwelling units per acre.

2a) Condominium/Townhouse: This category consists of homes that are attached to one another in one building structure. These are different from apartments in that they include individual ownership units instead of rentals. One example is the Villa Verde complex on Alburtis Avenue. Approximately 16 acres have been devoted to condominium/townhouse development.

2b) Apartment: This category includes attached homes that are in the same building structure. Unlike condominiums/townhomes, which are usually individually owned, all apartment units are rented. Two examples of this use is the Silvercrest development on Lakeland Road and the Villa Santa Fe complex on Florence Avenue. An estimated 51 acres have been developed for apartment use.

3) Mobile Home: Includes individual mobile homes, owned or rented, separated by lot boundaries. Examples include Lakeland Villas on Lakeland Road and Norwalk Boulevard and Elmwood located south of Washington Boulevard on Sorenson Avenue. There are approximately 8 acres in Santa Fe Springs where mobile homes are located.

Commercial: The purpose of the commercial designations are to provide for convenient shopping for goods and services, and to establish those standards of development necessary to insure that the commercial areas will be wholesome and prosperous and harmonious with adjoining land uses. The stores and shops are intended to fit into the residential pattern of development and not be in disharmony with the surrounding residential areas nor create traffic conflicts. Commercial uses are surrounded by or in close proximity to residential areas to insure convenience. Retail trade, services, and offices are the principal uses, and they should be large enough to be classified as neighborhood or community shopping centers; strip commercial areas should be avoided. The area covered by buildings or structures in this category will not exceed thirty five (35) percent of the total lot area.

1) General Commercial: Included in this category are commercial stores or centers with less than 100,000 square feet. These include specialty retail centers where a variety of retail shops, specializing in apparel, hard goods, or services such as real estate offices, dance studios, or florists, and small restaurants. Price's Market falls into this category. This designation contains 35 acres throughout Santa Fe Springs and can include either C-1 or C-4 zoning.

2) Commercial Center: Commercial stores with building capacity of 100,000 square feet and above, including major shopping centers, are contained in this category. The Commercial Center land use designation refers to those office and commercial activities which serve both the City and surrounding markets. This is a more intense type of commercial development than that permitted in General Commercial areas and involves larger firms which generate more traffic overall. Areas designated for this land use are located on arterial streets and are zoned as C-4. The Marketplace, Santa Fe Springs Mall, Promenade Shopping Center and Santa Fe Springs Plaza are examples of this land use. Commercial Center designations contain 192 acres in the City.

3) Freeway Commercial: This category includes stores, offices and businesses having high freeway visibility and selling specialty goods such as furniture, auto parts, and auto dealerships, and providing services such as restaurants, motels, and auto repair. All 90 acres of development along the I-5 Freeway are classified under this land use designation. Even though this is classified under commercial for land use purposes, the current zoning is either M-1 or M-2. This type of land use is best suited for mixed commercial uses which take advantage of the exposure provided by the freeways.

Industrial: All industrial uses permitted in Santa Fe Springs are to be allowed in this area subject to a variety of performance standards, including noise, appearance, traffic and air pollution. Oil and gas drilling, industrially related commercial, service and office uses, as well as industrial type public facilities may be located in this area at suitable locations. This classification is intended to reserve lands appropriate for light and heavy industrial uses, to protect these lands from intrusion by dwellings and non-harmonious commercial uses, and to promote uniform and orderly industrial development. Ideally, the industrial development standards will create and protect property values, foster an efficient, wholesome and aesthetically pleasant industrial district, attract and encourage the location of desirable industrial plants, and provide proper safeguards and land uses while emphasizing managed and reasonable growth.

1) Business Parks: A high standard of design control, landscaping, setbacks, etc., should be required in order to create a park-like atmosphere. Offices of all types, particularly company headquarters and research and development activities, are to be encouraged. Industrial uses in this area should be restricted to limited manufacturing, research and light assembly operations. Restaurants and other commercial services catering to industries and their employees and customers are allowed. Oil production, storage or refining should be avoided or should be an intermediate land use. The minimum lot size in the 104 acres of land zoned ML is 25,000 square feet with a maximum building coverage of twenty-five (25) percent.

2) Light Industrial: All development will be conducive to light industrial buildings pleasing in appearance and will foster mutually beneficial relationships with other surrounding land uses. Development involving large-scale material processing and heavy trucking should be excluded. Small and medium size warehousing and distribution may be permitted providing the volume of truck traffic is not excessive. The regulation of uses and standards of development set forth for this category are those deemed necessary to provide the proper environment for the efficient and desirable use of light industrial land and to provide the proper safeguards to protect nearby residential, commercial and public uses. Light industrial facilities usually have 500 or fewer employees and have an emphasis on activities other than manufacturing (e.g. printing plants, material testing laboratories, data processing equipment assemblers, etc.). Typically there is a 40% building to land ratio for the 109 acres of M-1 zoned properties.

3) Heavy Industrial: The general industrial classification applying to all of the Santa Fe Springs industrial area east of the Los Nietos-Studebaker branch of the Southern Pacific Railroad, except those designations with a PD overlay. Heavy industrial uses include facilities where large items are manufactured and where a significant amount of land or building area is devoted to equipment or product storage. Oil refineries, such as the Powerine and Golden West facilities, are included in this category. Major Distribution Facilities are also found in this land use. The number of employees working in this type of warehouse is often low due to mechanization. Truck activities occur most frequently during the off-peak period of the adjacent street system. Examples include Certified Grocers, FedCo, and Vons. A minimum lot area of 7,500 square feet is required for all 3,287 acres of M-2 zoned areas.

Public Service Centers: The Public Services Centers designation refers to those land uses that are operated and maintained for the public's benefit, welfare, or use. This category is intended to provide adequate space for community facilities of a public or quasi-public nature in locations best suited to serve the needs of the community. It also protects such lands from intrusion by other uses and sets forth those development standards necessary to insure that such uses will be compatible with surrounding land uses. The Library and City Hall, in addition to fire stations, churches, cultural and historical sites and community service and recreation areas, are all principal uses in this classification, and are required to follow the Public Use Facilities (PF) zone guidelines.

1) Civic Center: The civic center consists of the City Hall, Town Center Hall, a Post Office, the Aquatic Center, and a Fire Station. Each of the buildings in the 10.80 acres of land is interconnected by pedestrian walkways.

2) Public Safety: This category includes the Police Service Center, four fire stations, and the Fire Department Headquarters. The three fire stations outside of the Civic Center contain an aggregate 3.01 acres.

3) Churches: There are several churches located in Santa Fe Springs covering a total of 10.82 acres. Churches are permitted in the PF zone and are allowed by a Conditional Use Permit in R-1, R-3, C-1 or C-4 zones.

4) Historical and Cultural Sites: Includes any community involvement center and all significant structures or sites which should be preserved for their historical interest and/or antiquity. Examples of this type of land use are the Heritage Park complex and the Clarke Estate. There are 18.20 acres of land in this category.

5) Cemeteries: There are 3 cemeteries in the City: the Paradise Memorial Park on Florence Avenue, Little Lake Cemetery on Lakeland Road, and the Old German Church Cemetery at Los Nietos Road and Painter Avenue. This category contains 21.48 acres of land and is zoned PF.

6) Social Service Facilities: This type of facility includes the Neighborhood Center located on the corner of Pioneer Boulevard and Placita Place and the three Child Care centers located throughout the city.

7) Parks/Open Space: In addition to public parks and athletic facilities, this category includes transmission line rights-of-way and publicly owned lands not expected to be built upon and which can serve as open space. Located in Santa Fe Springs, sometimes referred to as the "City of Parks", are 16 park sites such as Little Lake Park, Los Nietos Park and Santa Fe Springs Park. This category serves both the residents and business community with passive and active recreation, a peaceful place to relax to bring children to play. Santa Fe Springs contains 125.74 acres of open space land.

8) Schools: All public, parochial or private elementary, intermediate, junior high and high schools. Includes Rancho Santa Gertrude Elementary, Jersey Avenue Elementary, Lakeview Elementary, Lake Center Elementary, Santa Fe High School and St. Paul High School. Many schools are located adjacent to parks allowing for the joint use of these facilities. This category encompasses 99.02 acres.

All acreage figures were calculated from an individual parcel-by-parcel inventory of the City. The distribution of these land uses is shown in the Land Use Map, the total land use area for each category is shown in Table 2.

**TABLE 2**  
**TOTAL LAND USAGE**

<b>Land Use</b>	<b>Existing Gross Acres</b>
<b>RESIDENTIAL</b>	
Single Family	398.90
Multi-Family Condominium/Townhouse	15.90
Multi-Family Apartment	50.84
Multi-Family Mobile Home	8.20
Subtotal	473.84
<b>NON-RESIDENTIAL</b>	
General Commercial	34.79
Commercial Center	192.21
Freeway Commercial	89.73
Business Parks	103.85
Light Industrial	108.95
Heavy Industrial	3,287.48
Civic Center	10.80
Public Safety	3.01
Churches	10.82
Historical and Cultural Sites	18.20
Parks/Open Space	125.74
Schools	99.02
<b>SUBTOTAL</b>	<b>4,085.30</b>
<b>TOTAL</b>	<b>4,558.34</b>

Compiled by A.C. Lazzaretto & Associates

## Comparison of the Land Use Map and the Zoning Map

The planned geographical arrangement of land uses is shown on the Land Use Map located in the inside cover of the General Plan and was referred to earlier. This general pattern is influenced by existing conditions and is expected to be applicable for the next fifteen to twenty years. The spatial distribution of land uses included on the Zoning Map should be similar to and must be consistent with those uses displayed on the Land Use Map. The two maps are not required to be identical since the Zoning Map must be very specific while the Land Use Map is more general in nature, but nevertheless they must be compatible.

While the Land Use and Zoning Maps define the distribution of land uses, the Zoning Ordinance is the primary implementation tool for the goals and policies contained in the Land Use Element. Both the Land Use Element and the Zoning Ordinance are concerned with identifying the distribution and intensity of land uses in the community and both rely on maps to illustrate the areas designated for a particular use or zone. Used to guide future development in the City of Santa Fe Springs, the General Plan is a long-range plan which will be the focus used by planners well into the 21st century. Responding to the more immediate land use requirements of the community is the Zoning Ordinance, which will gradually implement the land use policies contained in the General Plan.

## Special Study Areas

The Santa Fe Springs General Plan recognizes the distinct character of the individual neighborhoods and districts within the City and designates three (3) Special Study Areas for planning purposes within the City based on development patterns, major streets and natural topography. All three areas are presently zoned for industrial use, however, the zoning may be changed after completion of a special study. All land developed within the special study areas will be master planned to ensure compatibility with the General Plan. The implications of the General Plan policies contained in the Land Use Element are outlined below for the individual study areas.

### Special Study Area 1: The Oil Field Reclamation Project

Description: Special Study Area 1 consists of the largely vacant, undeveloped oil field land located in the center of the city. Consisting of approximately 227 acres, the oil field forms the heart of the industrial area of Santa Fe Springs. As the oil interests decline, development of the surface should accelerate.

Current General Plan Designation and Zoning: Industrial, M-2.

Comments: The city is currently working in a cooperative effort with the Mobil Oil Corporation, manager of most of the oil field, to develop a master plan for the future development of the oil field area. This process has been formalized through the creation of the "Oil Field Reclamation Project" ("OFRP"). The planning work being done by the OFRP is funded jointly by the City and the Mobil Corporation on a matching basis. Given that this area is largely vacant, it is the City's goal to assure that this area is master planned to avoid the piecemeal development that might occur otherwise.

Currently, financial and market feasibility studies are underway to evaluate the golf course alternative. It is expected that by mid-1994 a Specific Plan for the this area will be in place. At that time, the General Plan will be amended to reflect the land uses, circulation, and other elements of the Specific Plan.

### **Special Study Area 2: The Powerine Oil Refinery**

**Description:** Special Study Area 2 is the 91-acre Powerine Oil Refinery located generally between Norwalk Boulevard and Bloomfield Avenue south of Florence Avenue.

**Current General Plan Designation and Zoning:** Industrial, M-2.

**Comments:** The Powerine refinery has been in existence since the 1920s. Over the years, as environmental regulations have become more strict, the refinery has had to invest additional capital to meet ever-more stringent air and water quality standards. At some point in the future, required environmental controls may become so costly as to preclude continued operation of the refinery.

It is unusual to find 91 contiguous acres in one ownership in the Los Angeles basin. A site of this size represents significant development potential. In the event that property is redeveloped in the future for some other use, it is the City's position that the entire 91 acres should first be master-planned. The Land Use map notes that the Powerine Oil Refinery has been designated as a Special Study Area, and the Goals and Policies section of this Land Use Element sets out policies with respect to the required master planning.

### **Special Study Area 3: The Golden West Refinery**

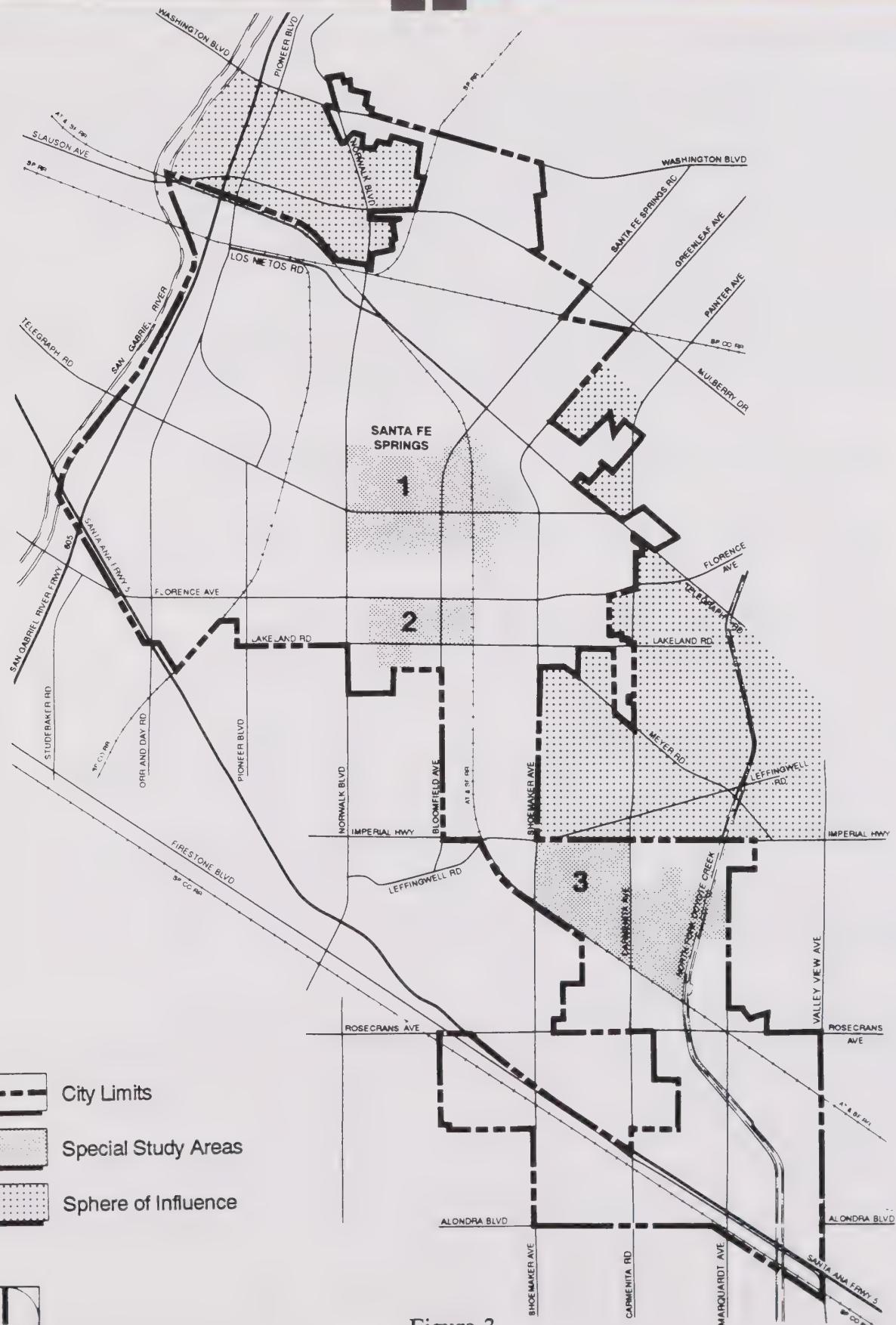
**Description:** Special Study Area 3 is the 261-acre Golden West Oil Refinery located generally between Shoemaker and Marquardt Avenues south of Imperial Highway.

**Current General Plan Designation and Zoning:** Industrial, M-2.

**Comments:** As with the Powerine refinery, there is some question as to whether the Golden West Refinery can survive as a viable business entity in the face of the increasing environmental regulation. Currently, the refinery is in Chapter 11 reorganization with an uncertain future.

Similar to the Powerine Refinery, it is very unusual to find 261 contiguous acres in one ownership. Consequently, this site, too, represents significant development potential. And, its location adjacent to the proposed Amtrack/Metrolink station in Norwalk gives the site additional development potential. In the event the property is redeveloped in the future for some other use, it is the City's position that the entire 261 acres should first be master-planned. The Land Use map notes that the Golden West Oil Refinery has been designated as a Special Study Area, and the Goals and Policies section of this Land Use Element sets out policies with respect to the required master planning.

The Special Study Area boundaries were delineated using man-made and topographical features and the configuration of the three Special Study Areas are depicted in Figure 3.



**Figure 3  
SPECIAL STUDY AREAS**

## Spheres of Influence

Legislation requires all Local Agency Formation Commissions to adopt spheres of influence for all cities and special districts under their jurisdiction. The purpose of the adopted sphere of influence is to enable the local agencies to logically plan for their probable ultimate physical boundaries and service areas. Adoption of spheres of influence does not initiate annexation proceedings, nor does the adoption of these spheres give an automatic approval of any future annexation proposals. Each annexation proposal will require justification.

As shown in Figure 4 there are four unincorporated areas that are considered to be in the sphere of influence of the City of Santa Fe Springs. The City has cooperated with the County in an on-going project to enhance these areas, as well as encouraged the county to spend funds on improvements. All four areas are contiguous to City boundaries and include:

1. The area east of the San Gabriel River and south of Washington Boulevard, extending into the boundaries of the City of Santa Fe Springs;
2. South of Mystic Street and west of Painter Avenue, extending into the boundaries of the City;
3. West of Carmenita Avenue, north of Lanett Avenue; and
4. South of Telegraph Road, west of Valley View Avenue and north of Imperial Highway.

As an example, the City, in cooperation with the South Whittier Coordinating Council (a group of citizens who represent the residents within the unincorporated areas) has become very active in its efforts to positively interact with the roughly 100,000 people who live within this sphere of influence. Working with the cities of La Mirada, Whittier, and Norwalk, the City has helped to facilitate projects which include home repair, graffiti removal, and Affordable Housing Projects. These "City/County Projects" also include summertime enrichment programs for 10-to-16 year olds and year round recreational projects for all ages. Despite having no legal responsibilities within these areas the City is committed to making its impact on them as positive as possible.

The city is also committed to ensuring that any redevelopment in these areas occurs in an orderly fashion and to the preservation of the single family nature of these areas by emphasizing managed, reasonable growth to the greatest extent possible.

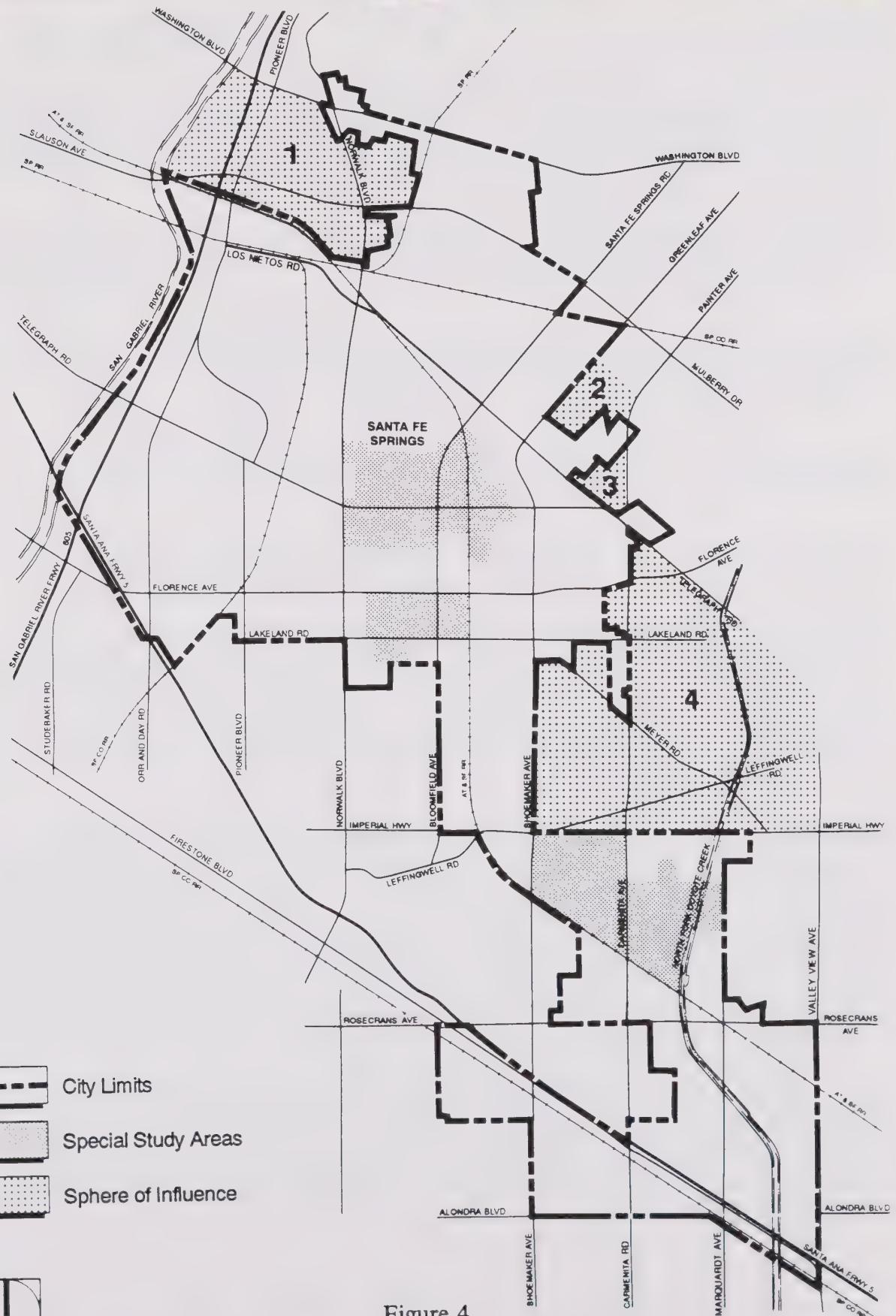


Figure 4  
SPHERES OF INFLUENCE

## Corridors

The City of Santa Fe Springs has several distinct "Design" or "Visual" corridors that offer special opportunities for development. When developing land within the following areas, developers should inquire about existing design guidelines to ensure compliance with the City's Master Plan, which may include the undergrounding of utilities.

- \* Interstate 5 - Parts of this freeway will eventually be widened. It is the City's position that this occurs within the existing Freeway Rights-of-way and without displacing or destroying any existing buildings.
- \* Bloomfield Avenue/Santa Fe Springs Road - The entire length of this street is included. The City Council has determined that "California" style architecture is to be used whenever possible from Telegraph Road to Florence Avenue.
- \* Telegraph Road - Between Norwalk Boulevard and Greenleaf Avenue. This area is included in Special Study Area 1.
- \* Imperial Highway - From Bloomfield Avenue, east to Shoemaker Avenue. Provide proper utilization of land near regional transportation centers, including the Amtrak Station.
- \* Norwalk Boulevard - Between Lakeland Road and Los Nietos Road. Include aesthetically pleasing industrial development with open space and landscaping. Ensure that all utilities are underground.
- \* Florence Avenue - Maintain congruency with existing development from Hathaway Drive, east to Shoemaker Avenue.
- \* Santa Ana Freeway - High-profile development to best utilize visibility in the Freeway Commercial areas.
- \* Washington Boulevard - Between western City boundary and the eastern City limits. Redevelop to include a smooth transition between industrial uses and other development.
- \* Carmenita Avenue - All areas between Alondra Boulevard and Mulberry Avenue. Expand the widening of its overpass.
- \* Railroads - The City has a number of railroads that serve as major transportation corridors. They are presently owned and operated by Southern Pacific railway, Acheson/Topeka railway, and the Santa Fe railway, and used by Amtrak. These railroads will eventually figure prominently in the plans of both the Metropolitan Transportation Authority and the Orange County Transportation Network.

## **Major and Secondary Highways**

### Major Highways

Washington Boulevard  
Slauson Avenue  
Telegraph Road  
Florence Avenue  
Imperial Highway  
Rosecrans Avenue  
Alondra Boulevard  
Orr & Day Road/Pioneer Boulevard  
Pioneer Boulevard

Norwalk Boulevard  
Santa Fe Springs Road  
Bloomfield Avenue  
Carmenita Road  
Valley View Avenue  
Sorensen Avenue  
Meyer Road

### Secondary Highways

Los Nietos Road/Painter Avenue  
Lakeland Road  
Shoemaker Avenue/Greenleaf Avenue  
Sorensen Avenue

Marquardt Avenue  
Stage Road  
Excelsior Drive

## **Density/Intensity of Future Development**

The residential density figures were shown in Table 1 and the acreage in each land use designation was shown in Table 2. According to the 1990 Census Data, the average Santa Fe Springs household contained 3.33 people. These numbers will be used to determine the anticipated household population of the City, as required by Government Code Section 65302(a).

## **Housing**

The implementation of goals and policies contained in this and other elements will not result in a significant increase in the number of housing units or population. According to the 1992 Housing Element, 116 additional units will be needed in the next two years in order to fulfill the City's share of regional housing needs.

Table 3 represents a sample of the 1990 census data that was used in the preparation of this element. A detailed analysis of this data can be found in the appendix.

**TABLE 3**  
**POPULATION, HOUSING AND INCOME DATA**

<b>Population</b>	<b>Number</b>		
1991	16,416	+13.1% from	
1990	15,520	+ 7.0% from 1980	
1980	14,520		
<b>Population Composition</b>	<b>Number</b>	<b>% of Population</b>	<b>% Change from 1980</b>
White/Anglo	4,054	26.1%	-24
Black	262	1.2%	+394
Asian	642	4.1%	+164
American Indian	63	0.4%	-7
Other	43	0.3%	-46
Hispanic	10,455	67.4%	+20
<b>Housing Units</b>	<b>Number</b>		
1990	4,817	+13% from 1980	
1980	4,382		
<b>Persons per Dwelling</b>	<b>Number</b>		
1990	3.33		
1980	3.39		
<b>Age Characterization</b>	<b>0-17</b>	<b>18-65+</b>	
1990	30%	70%	
1980	33%	67%	
<b>Residential Sales Values (April 1990)</b>	<b>Average Price</b>	<b>No. Sold</b>	
Santa Fe Springs	\$156,589	9	
Los Angeles County	\$236,910	9,983	

Compiled by A.C. Lazzaretto & Associates

## GOALS AND POLICIES

The fundamental goal of the City of Santa Fe Springs is to provide a high quality of life for all people residing in, working in, or frequenting the City. In accordance with this overall goal, subsidiary goals are intended to provide for:

Individual well-being - maximum opportunity for the individual to function effectively and to enjoy life. This involves:

- \* Health and safety
- \* Self-expression and self-development opportunities
- \* Option for privacy
- \* A variety of recreation and aesthetic enjoyment opportunities

Economic well-being - providing the necessities of life in an efficient manner, with jobs and income being of primary concern. The conservation of resources for long-term utilization also is a guiding principle.

Social well-being - the opportunity for rewarding interaction among citizens. This involves the complete range of formal and informal relationships - family life, neighborhood groups, clubs and associations, community organizations, church groups, and civic and political participation.

Environmental well-being - provide for the protection from environmentally hazardous materials and conditions to ensure the basic safety of every day life.

In all cases, equal opportunity for all members of society to achieve individual, economic, social and environmental well-being is an essential goal of the City of Santa Fe Springs.

A major component of the Land Use Element is the description of land uses and the designation of the appropriate location for those uses. The General Plan land use designations were described in detail under the "Issues and Opportunities" section and the appropriate location for those uses in the future are shown in Figure 3. This section provides a summary of the goals and policies contained in this element and will aid the City of Santa Fe Springs in future planning and development.

Because Santa Fe Springs includes major industrial, commercial and residential areas, it is also appropriate to develop more specific goals for each of these areas. However, it is also important to recognize the interdependence between the industrial, commercial and residential areas of the City involving economics, municipal services and a common environment. The need to review projects for their economic balance or viability should always be considered.

The following goals and policies reflect the expectations and wishes of the City of Santa Fe Springs with respect to land uses, their distribution, density and intensity. Other elements of the General Plan contain goals and policies that expand upon and complement those in the Land Use Element.

## **General Land Use Goals**

**GOAL 1:** Provide for attractive, efficient and productive use of land in Santa Fe Springs by maintaining a balance within the City to emphasize local identity, preserve the single family nature of the community, maintain a high quality of life, and create an efficient yet pleasing environment.

**GOAL 2:** Maintain a reasonable balance between the costs of providing municipal services, and the benefits derived from developing land. Emphasize development projects which are fiscally positive or neutral to the city.

**GOAL 3:** Emphasize managed and reasonable growth through City policies and market forces that result in a pattern of land uses which will tend to maintain or reduce travel times and distances required for daily activities.

**GOAL 4:** Where incompatible land uses are in proximity to one another, provide for buffering, transitional uses or other controls which will reduce the conflict to the maximum extent possible.

**GOAL 5:** Provide an environment to stimulate local employment, community spirit, property values, community stability, the tax base, and the viability of local business.

**GOAL 6:** The City shall coordinate efforts with those of the County Regional Planning Commission with regard to development within the City's spheres of influence, assuring that such development is consistent with City standards to the greatest extent feasible.

**GOAL 7:** Sites of historical or cultural interest should be preserved and enhanced.

**GOAL 8:** Ensure that all utilities are put underground to the greatest extent possible throughout the City with special emphasis on corridors.

## **Industrial and Commercial Development Goals**

**GOAL 9:** Provide for growth and diversification of industry and industrial related activities within the Santa Fe Springs industrial area.

Policy 9.1: Apply the following criteria in encouraging new industries to locate in Santa Fe Springs and in providing for the expansion of existing industries:

- a. Consideration of providing an adequate tax base from property tax or sales tax income.
- b. Consideration of the number of jobs provided by the industry in comparison with the land area occupied.

- c. Development of a reasonably high intensity of land use - but not so high as to produce excessive traffic congestion or environmental degradation. Industries which use extensive land areas without substantial improvements or employment should be discouraged.
- d. A favorable relationship between the costs of providing municipal services and the municipal benefits produced.
- e. Favorable or neutral environmental effects should be encouraged while heavy, obnoxious or polluting industries should be discouraged.

Policy 9.2: Encourage a diversity of industrial and commercial activity, including research and development, company headquarters and office complexes.

Policy 9.3: Assist, to the greatest extent possible, the transition of existing buildings to contemporary building standards.

Policy 9.4: Encourage the grouping of adjoining small or odd shaped parcels in order to create more viable development.

Policy 9.5: Encourage the release of land surface no longer needed for petroleum production so the oil field area can be developed in accordance with the goals of the General Plan.

Policy 9.6: Encourage efficient and compatible methods of extracting the remaining petroleum resources of the area and the removal of any unused oil field equipment and unused storage facilities.

Policy 9.7: The City should monitor and ensure that efficient and environmentally sound techniques are used in abandoning sites, in order to preserve and enhance the environment.

Policy 9.8: Master Plan all areas within each Special Study Area to ensure the best possible land use development.

GOAL 10: Protect all land suitable for industrial use from encroachment by nonindustrial use. However,

Policy 10.1: Provision should be made for uses which serve industrial activities - offices, restaurants, hotels, and motels - at suitable and convenient locations.

Policy 10.2: Interim use of land - such as for recreation or open storage - should be allowed provided such use is not environmentally detrimental or incompatible with surrounding industrial activities.

GOAL 11: Support and encourage the viability of the industrial and commercial areas of Santa Fe Springs.

Policy 11.1: Assist and encourage all small businesses throughout the City.

Policy 11.2: Work with property owners who wish to upgrade and expand their facilities.

**GOAL 12:** Encourage high quality, appropriate private investment in commercial areas of Santa Fe Springs.

Policy 12.1: The City recognizes the need for a variety of commercial development types and has designated areas appropriate for each. The City shall encourage development proposals which meet the intent of these designations.

Policy 12.2: Develop and encourage the use of design standards for each commercial area to improve its visual identification as a unique commercial area.

**GOAL 13:** Seek to provide a variety of job opportunities in order to accommodate residents of the City as well as the residential population of the surrounding communities. Substantial job opportunities in the area should reduce time-consuming commuting and, of equal importance, reduce traffic congestion and the resultant air pollution.

**GOAL 14:** Expand the I-5 freeway within the existing Freeway Right-of-Way.

### **Residential Community Goals**

**GOAL 15:** Maintain and improve the residential community of Santa Fe Springs as an area of safe, quiet, pleasant neighborhoods, conveniently served by shopping, schools, parks, churches and other community facilities. The single family nature of the community should be preserved and enhanced.

Policy 15.1: Encourage and promote owner-occupancy of homes.

Policy 15.2: Wherever feasible, provide for joint use of land devoted to community facilities and services. Such joint use may include combined school and recreation sites, and park use of power transmission rights-of-way.

Policy 15.3: Locate neighborhood services such as schools and playgrounds for convenient pedestrian access from the neighborhood served and not separated from the neighborhood by heavily travelled streets and highways.

Policy 15.4: Locate community facilities, such as shopping areas, churches, clubs and governmental offices on the periphery of residential areas so as to have both convenient vehicular access from arterial streets (without inducing traffic over local residential streets) as well as convenient pedestrian access from adjacent residential areas.

Policy 15.5: Encourage shopping centers to offer the maximum range of retail goods and services which can be supported by the population of the community and seek to enhance the appearance of all shopping centers.

Policy 15.6: Develop and apply methods to reduce the noise and other adverse effects of freeways and railroads adjacent to residential areas.

**GOAL 16:** Generally maintain a low-density character in the residential areas of the City.

Policy 16.1: The predominant residential use should continue to be single-family detached dwellings at a density of approximately 8.7 dwelling units per gross acre. A greater variety of housing types, sizes and costs is encouraged, however, including some townhouses and multi-family dwellings at densities not greater than twenty-five dwelling units per gross acre.

**GOAL 17:** Improve the appearance and attractiveness of the residential areas of the community.

**GOAL 18:** The City shall utilize code enforcement and rehabilitation programs, and shall encourage voluntary efforts to stem deterioration of neighborhoods.

Policy 18.1: Appropriate ordinances, codes and other regulations should be enforced to maintain and improve the quality of land use.

## Open Space Goals

**GOAL 19:** Preserve existing open space areas and carefully plan for its development keeping in mind that open space is an alternative to development.

Policy 19.1: Promote and encourage open space throughout the City by requiring increased set backs where zoning permits.

Policy 19.2: In the spirit of low density, managed and reasonable growth, site and develop a golf course.

## Cultural Goals

**GOAL 20:** Maintain, expand and enhance historic, cultural and artistic programs throughout the community.

Policy 20.1: Provide the community with the opportunities to appreciate the City's significant history through historical exhibits, the Clarke Estate, and the preservation of Heritage Park.

Policy 20.2: Administer historical, cultural and recreational programs within the community and provide opportunities for family oriented events.

Policy 20.3: Operate and promote the Heritage Artwork in Public Places Program as a means of enhancing the urban environment and creating a stimulus for constructive behavior and thought.

Policy 20.4: Provide visual and performing arts opportunities for young people to the extent allowable through the Heritage Art Fund in order to help them actualize their skills and interests.

## IMPLEMENTATION

State law requires the Land Use Element to include an Implementation Plan. An implementation measure is an action, procedure, program or technique that carries out general plan policy. The goals of this Element call for the provision of attractive, efficient and productive use of land and the maintenance of a safe and quiet residential community. In order to attain these goals, a program must be defined and followed which will promote public service, and environmental or fiscal awareness within the community. Several existing plans and programs are already in place, working in conjunction with one another to implement the City's Land Use goals. Together these plans and existing programs, as outlined below, in addition to the General Plan, will function as the City's Implementation Plan.

### Redevelopment Plans

The City is committed to revitalizing blighted and economically lagging areas. Using State Redevelopment Law, the City has adopted the 3,450 acre Consolidated Redevelopment Project and the 55 acre Washington Boulevard Redevelopment Project. The adopted Redevelopment Plans for these projects provide the Agency with powers, duties and obligations related to the redevelopment, rehabilitation and revitalization of the area within the boundaries of each project area.

### Heritage Artwork in Public Places Program

The preservation of two historical sites, the Heritage Park complex and the Clarke Estate, enhanced the community's image and heightened awareness of the city's past. The exceptional beauty of these sites create ideal settings for historical, educational and cultural programs. These sites are geared to serve both the residential and business sectors through opportunities they provide for entertaining and relaxing.

An outgrowth of these successful preservation efforts was the 1989 adoption of the Heritage Artwork in Public Places Program. All new residential and industrial developments valued at \$300,000 are subject to the requirements of the program, which state that the developer must purchase and install outdoor art. Artworks are to be sculptures with certain historical themes. The value of the art must be 1% of the total building permit valuation and be installed in a public area. The goal of the program is to develop an outdoor art collection that can be enjoyed for many generations. By integrating art into the everyday life of its citizens, the City hopes to mitigate some of the problems of urban blight and imbue its residents with a new sense of civic pride.

## Zoning Ordinance

Ordinance Number 172 of the City of Santa Fe Springs - the Zoning Ordinance - regulates and restricts the use of land and the use and location of buildings and structures. In addition, it regulates and restricts the height and bulk of the buildings and structures and determines the area of yards, courts and other places surrounding them, and regulates and restricts the density of population. To aid in clarification, it divides the City of Santa Fe Springs into districts for such purposes and adopts a map of the City showing the boundaries and classification of such districts.

## Air Quality Management Plan

In 1989 and 1991 the South Coast Air Quality Management District (AQMD) adopted the Air Quality Management Plan to bring the Southern California region into compliance with Federal ambient air quality standards by December 31, 2007. This Plan requires a reduction in air pollution from all mobile and stationary sources. In November, 1991, Santa Fe Springs joined 18 other local jurisdictions in the Southeast Los Angeles County area to form the Southeast Los Angeles County Air Quality Consortium. The purpose of this Consortium is to prepare a collective air quality plan for the area covered, which then can be specifically tailored to each city to address its particular needs.

## Congestion Management Program

The 1992 Congestion Management Program (CMP) for Los Angeles County has been developed to meet the requirements of Section 65089 of the California Government Code. As this program is the first CMP developed for the Los Angeles region, new ground has been forged in linking transportation, land use, and air quality decisions for one of the largest and most complex urban areas in the country.

Los Angeles County, the heart of the southern California regional economy, is one of thirty-two urbanized counties across the state that are required to develop a CMP. Among the effects of such a large, diverse, and growing population are serious problems with traffic congestion lasting many hours daily. Since automobiles produce over half the air pollution in the South Coast Air Basin, traffic congestion further aggravates air quality. In an attempt to alleviate these problems, the CMP was created to: 1) link land use, transportation, and air quality decisions; 2) develop a partnership among transportation decision makers on devising appropriate transportation solutions that include all modes of travel; and 3) propose transportation improvement projects which are eligible to compete for state gas tax funds.

## Source Reduction and Recycling Element

The Integrated Waste Management Act of 1989 requires that local governments reduce their refuse 25% by the year 1995, and ultimately 50% by the year 2000. This Act became effective January 1, 1990, and requires all cities to begin complying with the new law by first completing a comprehensive study of their waste streams. This study was prepared through a consortium of cities in December, 1991 and Santa Fe Springs is revising the report to include a detailed plan specifically for the City.

## **Household Hazardous Waste**

Hazardous chemicals and substances can be found throughout the home and consist of products such as cleaners, paints, pesticides, and glue. Once these hazardous products are no longer needed by the consumer, they become household hazardous waste (HHW). They are defined as those wastes resulting from products purchased by the general public for household use which, because of their quantity, concentration, or physical, chemical, or infectious characteristics, may pose a substantial known or potential hazard to human health or the environment when improperly treated, disposed, or otherwise managed. Until recently, it was the individual resident's responsibility to seek out programs to properly manage HHW in order to avoid their improper disposal.

On March 3, 1987, the Los Angeles County Board of Supervisors directed County staff to work with the incorporated cities in the County to develop a pilot program to provide HHW collection service to residents throughout the County. Based on the positive results of the pilot program, a permanent County-wide program was recommended for development. The City of Santa Fe Springs has agreed to participate in the County-wide HHW efforts to ensure that the HHW generated by City residents is properly disposed.

## **Hazardous Waste Management Plan**

State law (a.k.a., Tanner) requires all counties and cities to adopt a Hazardous Waste Management Plan conforming to detailed State requirements. Every plan must set forth policies with respect to hazardous waste management, including citing criteria for locating new facilities. This Plan was adopted by the City in May, 1990, and will serve as the basis for reviewing and conditioning applications for new or expanding hazardous waste facilities.

## **Environmental Review**

Under the California Environmental Quality Act (CEQA), all private and public development projects are subject to review of their resulting environmental impacts. Where the City or another lead agency determines that a project will cause significant environmental impacts, measures to mitigate those impacts are adopted as part of project approval. These mitigation measures are applied during the appropriate phases of the project. All projects for which an Environmental Impact Report (EIR) is required to be prepared shall be subject to the Land Use Analysis Program contained in the Los Angeles County Congestion Management Program (CMP), and shall incorporate into the EIR an analysis of the project's impacts on the regional transportation system. This analysis shall be conducted consistent with the Transportation Impact Analysis (TIA) Guidelines contained in the most recent CMP adopted by the Los Angeles County Metropolitan Transportation Authority (MTA).

## **Fiscal Impact Analysis**

Development within the City will generally have fiscal impacts; that is, development represents both costs to the City to provide public services and revenue from taxation and fees collected. These fiscal impacts can be estimated prior to development approval. Management of growth and development within the City takes into account both fiscal and environmental impacts of development. The city is committed to projects which are fiscally positive or neutral in nature.

## **Development Agreements**

In order to remove the lack of certainty in the approval of development projects, Government Code Section 65865 provides that "any City...may enter into a development agreement with any person having a legal or equitable interest in real property for the development of the property." Upon request of an applicant, the City, by resolution or ordinance, will establish procedures and requirements for the consideration of development agreements on behalf of the property owner or other person having a legal or equitable interest in the property. The City then may recover from the applicants any direct costs associated with adopting said resolution or ordinance.

## **Planned Development Overlay Zone Designation**

The Planned Development (PD) overlay acts as a component of design control by identifying those areas where development will occur. It encourages a creative approach in the development of land and allows variety and flexibility while maintaining high standards of design and quality of improvements. This overlay provides the detailed study of development plans and the possible imposition of specific requirements. This designation seeks to ensure orderly and harmonious development through the utilization of high standards of design and quality of improvements.

## **SUMMARY**

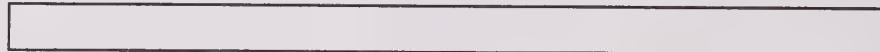
The thrust of the Land Use Element is twofold. First, the goals and policies determine that the City will promote and maintain high quality business park developments while at the same time encouraging the modernization, replacement, or reuse of the residential areas to maintain the predominantly single family nature of the housing stock. Secondly, the City will encourage the promotion, preservation and development of open space. One method of attaining both quality business parks and additional open space is to maintain the existing design guidelines for each corridor of the City. This enables the City to keep design control of future development, and benefits the work force by promoting recreational opportunities and psychical relaxation from the work environment.

Consideration of stringent building design and landscape controls will ensure that each developer will satisfy the City's development standards. The City is also committed to projects which are fiscally responsible and to maintaining its slow growth orientation by emphasizing managed, reasonable growth.

The City will pay greater attention to the undeveloped corridors as well as to the possible transition of land uses in the oil field areas. Eventual buildout of the oil fields should be master-planned to ensure land use development that is consistent with the General Plan. The City will research potential sources for financing the acquisition and development of additional open space. An 18-hole golf course may eventually be sited and developed using the best means of financing available.

Citizen participation will continue to be encouraged at the neighborhood level and for the City as a whole by groups such as the General Plan Advisory Committee, the City Beautification Committee and the Heritage Artwork in Public Places Advisory Committee. In addition, private and public sectors will work as partners in the development and enhancement of the City's appearance. Consultation during the design stages of private development is important to ensure that appearance and conformance to the General Plan is a major consideration.

The City shall adopt the goals, objectives, and policies delineated in this Land Use Element as land use goals, objectives and policies for the City. Any project which may affect the land use of the City should be consistent with the goals, objectives, and policies of the Land Use Element and the City of Santa Fe Springs General Plan.



# HOUSING ELEMENT





# HOUSING ELEMENT

## SECTION 1-- INTRODUCTION

The City of Santa Fe Springs is located approximately 13 miles southeast of downtown Los Angeles and 18 miles north of the City of Long Beach. Neighboring cities clockwise from the northeast are Whittier, La Mirada, Cerritos, Norwalk, Downey and Pico Rivera (refer to Figure 1). The City lies at the convergence of two major transportation routes - Interstate Routes 5 and 605 - and is traversed by the Southern Pacific and Santa Fe rail corridors. Santa Fe Springs regional location and proximity to major transportation corridors have been important factors contributing to the City's development as a predominately industrial community.

Santa Fe Springs incorporated in 1957, with the majority of its residential growth occurring during the 1950s. Approximately ten percent of the City's total 5,500 acres are zoned for residential uses, and virtually all of these areas are now fully developed. Residential land uses are concentrated along the western perimeter of the City away from industrial development; the noise, dust, vibration and toxic or chemical wastes and odors from local industry serve as a deterrent to housing development in other locations in the City.

Due to the City's predominant industrial environment and the associated incompatibility of introducing additional residential development, the major focus of the Santa Fe Springs Housing Element will be to provide for the conservation and rehabilitation of the City's existing housing stock. In order to address the City's regional share of housing growth needs, the Element identifies sites which may potentially be suitable for residential development provided housing is adequately buffered from adjacent industry, and any environmental hazards (e.g. soil contamination) can be fully mitigated.

### State Policy and Authorization

The California State Legislature has identified the attainment of a decent home and suitable living environment for every Californian as the State's major housing goal. Recognizing the important role of local planning programs in the pursuit of this goal, the Legislature has mandated that all cities and counties prepare a housing element as part of their comprehensive General Plans. Section 65302 (c) of the Government Code sets forth the specific components to be contained in a community's housing element. Table 1 summarizes these State requirements and identifies the applicable sections in the Santa Fe Springs Housing Element where these requirements are addressed.

State law requires Housing Elements to be updated at least every five years to reflect a community's changing housing needs. Santa Fe Springs' Housing Element was last updated in 1984 as part of the previous five year update cycle. The City has prepared the following updated Housing Element in conformance with the five year update cycle for jurisdictions within the Southern California Association of Governments region.



Figure 1  
REGIONAL LOCATION MAP

**TABLE 1**  
**STATE HOUSING ELEMENT**

REQUIRED HOUSING ELEMENT COMPONENT	REFERENCE
<b>A. Housing Needs Assessments</b>	
1. Analysis of population trends in Santa Fe Springs in relation to regional trends.	Section 2
2. Projection and quantification of Santa Fe Springs' existing and projected housing needs for all income groups.	Section 4
3. Analysis and documentation of Santa Fe Springs' housing characteristics including the following:	
a. level of housing cost compared to ability to pay;	
b. overcrowding;	
c. housing stock condition.	Section 3
4. An inventory of land suitable for residential development including vacant sites and having redevelopment potential and an analysis of the relationship of zoning, public facilities and services to these sites.	Section 4, 6
5. Analysis of exiting and potential governmental constraints upon the maintenance, improvement, or development of housing for all income levels.	Section 5
6. Analysis of existing and potential nongovernmental and market constraints upon maintenance, improvement, or development of housing for all income levels.	Section 5
7. Analysis of special housing need: handicapped, elderly, large families, female-headed households, and farmworkers.	
8. Analysis concerning the needs of homeless individuals and families in Santa Fe Springs.	Section 3
9. Analysis of opportunities for energy conversation with respect to residential development.	Section 6

**TABLE 1**  
**STATE HOUSING ELEMENT REQUIREMENTS**  
**(continued)**

REQUIRED HOUSING ELEMENT COMPONENT	REFERENCE
<b>B. Goals and Policies</b>	
1. Identification of Santa Fe Springs' goals and policies relative to maintenance, improvement, and development of housing.	Section 7
2. Program to assist in the development of adequate housing to meet the needs of low-and moderate-income households.	Section 7
3. Identify and, when appropriate and possible, remove governmental constraints to the maintenance, improvement, and development of housing in Santa Fe Springs.	Section 7
4. Conserve and improve the condition of the existing and affordable housing stock in Santa Fe Springs.	Section 7

## **Organization of the Housing Element**

The City of Santa Fe Springs Housing Element is comprised of the following major components:

1. An analysis of the City's population characteristics (Section 2).
2. Analysis of the City's household characteristics (Section 3).
3. Analysis of the City's housing stock (Section 4).
4. A review of potential constraints to meeting the City's identified housing needs (Section 5).
5. An evaluation of opportunities that will further the development of new housing (Section 6).
6. A statement of the Housing Plan to address Santa Fe Spring's identified housing needs, including housing goals, policies and programs (Section 7).

## **Relationship to Other General Plan Elements**

The seven elements which comprise the Santa Fe Springs General Plan are required by law to be internally consistent. Together these elements provide the framework for development of those facilities, services and land uses necessary to address the needs and desires of the City's residents. To ensure that these needs are clearly addressed throughout the General Plan, the elements must be interrelated and interdependent.

The current Housing Element update is being undertaken as the first part of an overall review and updating of the General Plan. The purpose of the updated General Plan will be to reflect current City policies and to achieve internal consistency among all elements. In particular, the Land Use Element will be revised to reflect additional housing sites now designated for non-residential use but are determined to be appropriate for housing.

## **Public Participation**

Broad citizen participation was sought in the preparation of the 1979 revision of the City's Housing Element. Public hearings were held before the City Council and the Planning Commission and there was an opportunity for public input at a meeting of the General Plan and Community Development Advisory Committee. Additionally, presentations were made before the Senior Citizens Advisory Committee and the Neighborhood Center Advisory Committee.

The 1981 revision was considered in preliminary form by the General Plan and Community Development Advisory Committee, the Planning Commission and the City Council. Subsequently, a public hearing was held by the Planning Commission and City Council.

The 1984 and the current 1990 amendment were brought before the General Plan and Community Development Advisory Committee prior to their review by the Planning Commission and City Council.

There has been extensive citizen involvement over the years in Santa Fe Springs with regard to questions of housing policy and program implementation. The implementation of the Flood Ranch Redevelopment Project in 1962 was the City's first major attempt to provide public planning and funding of residential rehabilitation and replacement, and engendered considerable citizen interest. In the early 1970s, there was extensive citizen participation in the development of the City's original General Plan, including the Housing Element. Finally, the City's involvement of the Federal Community Development Block Grant Program has resulted in broad and continuing citizen involvement in the determination of community development needs and programs to meet those needs.

## Sources of Information

Several sources of information provided insights into recent demographic and housing trends that have taken place in the City. Data from the 1980 Census and from the City's 1984 Housing Element was used as the base year for comparison for many of the tables in this report. Current housing unit data was obtained from the Department of Finance, SCAG, and from City records and reports. Demographic and household information (e.g., current ethnic mix, age distribution) have primarily been obtained from estimates prepared by Urban Decision Systems, Inc. (UDS). UDS annually prepares demographic/household updates based on data supplied by Federal, state, county and city sources. In order to ensure consistency with population and housing unit totals obtained from the Department of Finance, slight adjustments were made to the UDS data to reflect these totals.

## SECTION 2-- POPULATION CHARACTERISTICS

The entire Southern California region, including Los Angeles County, is among the fastest growing areas in the nation. The older, well-established metropolitan areas of Los Angeles have been extending outward to the northern and eastern counties. The northern and eastern portion of Los Angeles County, western San Bernardino and Riverside Counties, and southern Ventura County are the most recent areas to be developed around the older urban core of Los Angeles.

Southern California, which includes Imperial, San Diego, Riverside, San Bernardino, Los Angeles, Orange, Ventura and Santa Barbara Counties, grew from 11,668,707 persons in 1970 to 13,750,012 persons in 1980, representing a population gain of over 17 percent. During this same ten year period, the population in Los Angeles County increased by 445,428 persons, or 6.3 percent, reflecting the fact that Los Angeles is more built out than the seven other Southern California counties. Growth during the 1980s has been rapid as well. Between 1980 and 1990 the Southern California population grew by an additional 3,532,063 persons (an increase of 25.7%). Los Angeles County increased in population by 1,292,441 persons between 1980 and 1990, representing a 17.3 percent increase. Table 2 presents these population growth statistics.

**TABLE 2**  
**REGIONAL POPULATION GROWTH: 1970-1990**

COUNTY	POPULATION			CHANGE 1970-1990	
	1970	1980	1990	NO.	%
Imperial	74,492	92,110	119,600	45,108	+60.6
Los Angeles	<b>7,032,075</b>	<b>7,477,503</b>	<b>8,769,944</b>	<b>1,737,869</b>	<b>+24.7</b>
Orange	1,420,386	1,932,503	2,326,211	905,825	+63.8
Riverside	459,074	663,166	1,110,021	650,947	+141.8
San Bernardino	684,072	895,016	1,423,760	739,688	+108.1
San Diego	1,357,854	1,861,846	2,509,914	1,152,060	+84.8
Santa Barbara	264,324	298,694	354,072	89,748	+34.0
Ventura	376,430	529,174	668,553	292,123	+77.6
<b>TOTAL</b>	<b>11,668,707</b>	<b>13,750,012</b>	<b>17,282,075</b>	<b>5,613,368</b>	<b>+48.1</b>

Source: U.S. Department of Commerce, Bureau of the Census, 1970 and 1980 Census Report; State of California Department of Finance, Controlled Population Estimates for January 1, 1990.

The 1990 population of Santa Fe Springs is estimated by the California Department of Finance to be 16,416 persons. Table 3 presents the population growth of Santa Fe Springs in relationship to its immediately surrounding jurisdictions. The City of Commerce is included in this comparison due to the similarity of its land use characteristics to those of Santa Fe Springs. As illustrated in this table, Santa Fe Springs' population grew by approximately 13.1 percent between 1980 and 1990. This population growth rate is comparable to many of the surrounding jurisdictions, although slightly below that experienced County-wide.

In contrast to the population growth experienced during the 1980s, during the 1960s and 1970s the City actually lost population. Santa Fe Springs reached a peak population of 16,500 residents in 1960. Between 1960 and 1970 the City's population decreased by 10.6 percent to 14,750 persons. In the following decade the City's population was relatively stable, falling only 1.6 percent, resulting in a population of 14,520 in 1980. The significant population growth the City has experienced during the 1980s is largely due to increases in the multi-family housing stock, and a trend towards larger household sizes.

**TABLE 3**  
**POPULATION TRENDS: SANTA FE SPRINGS AND**  
**SURROUNDING AREAS**  
**1980-1990**

JURISDICTION	1980	1990	% INCREASE
Baldwin Park	50,554	63,789	26.2
Cerritos	53,020	58,433	10.2
Commerce	10,509	11,863	12.9
El Monte	79,494	95,905	20.6
La Mirada	40,986	42,879	4.6
Norwalk	84,901	91,564	7.8
Pico Rivera	53,387	58,268	9.1
<b>Santa Fe Springs</b>	<b>14,520</b>	<b>16,416</b>	<b>13.1</b>
South El Monte	16,623	18,789	13.0
Los Angeles	7,477,421	8,789,944	17.3

Source: California Department of Finance, Controlled Population Estimates for April 1, 1980, and January 1, 1990

## Age Composition

Table 4 illustrates the age distribution of Santa Fe Springs' residents in 1980 as reported by the Census and in January 1990 as estimated by Urban Decision Systems. The median age in Santa Fe Springs in 1980 was 26.8, as compared to 30.8 in the County, 29.9 in California, and 30.0 in the United States. According to Urban Decision Systems, the median age in Santa Fe Springs had increased to 29.9 in 1990. This increase in the median age reflects a slight proportional decline in children under 20 years of age in Santa Fe Springs, indicating a decline in the influx of families with children. The elderly age category (those 65 and over) experienced the greatest increase in population over the 1980-1990 period, growing from 5.9 percent of the population in 1980 to 8.3 percent in 1990, representing an increase of over 500 persons. This significant growth in the City's elderly population is largely a result of two senior housing projects developed in Santa Fe Springs in the late 1980s, providing over 316 units of senior housing. The proportion of elderly persons in Santa Fe Springs can be expected to continue to increase as those persons between the age of 35 and 64 (one-third of the population) grow older, consistent with nation-wide trends of a large aging population.

**TABLE 4**  
**CITY OF SANTA FE SPRINGS**  
**AGE CHARACTERISTICS OF POPULATION: 1980 & 1990**

AGE RANGE	1980 (a)		1990 (b)	
	# OF PERSONS	% OF POPULATION	# OF PERSONS	% OF POPULATION
0-5	1,444	9.9	1,904	11.6
6-13	2,152	4.8	2,118	12.9
14-17	1,226	8.4	919	5.6
18-20	925	6.4	772	4.7
21-24	1,067	7.3	1,083	6.6
25-34	2,216	15.3	2,873	17.5
35-44	1,399	9.6	1,658	10.1
45-54	1,671	11.5	1,888	11.5
55-64	1,565	10.8	1,839	11.2
65+	855	5.9	1,362	8.3
TOTAL	14,520	100.0	16,416	100.0
MALE	7,030	48.4	7,830	47.7
FEMALE	7,490	51.6	8,586	52.3
Median Age	26.8		29.9	

Source: (a) U.S. Department of Commerce, Bureau of Census, 1980 Census Report.  
(b) Urban Decision Systems, Demographic Trends, 1980-90-95.

## Race and Ethnicity

Table 5 presents the racial and ethnic composition of Santa Fe Springs in 1980 as reported by the Census and in 1990 as estimated by Urban Decision Systems. As this table reveals, the majority of the City's population is of Spanish/Hispanic origin, comprising 60 percent of the population in 1980, as compared to 28 percent County-wide. The proportion of Spanish/Hispanic persons in Santa Fe Springs has continued to increase, with an estimated 70 percent of the City's 1990 population of Spanish/Hispanic ethnicity. Attracted by relatively affordable housing and an already large Latino population, immigrants from Mexico, Cuba, Central and South America appear to be relocating to Santa Fe Springs, as well as many other Los Angeles locations. The 1990 Census will provide valuable demographic information on the area's growing Latino population.

While Spanish-surname residents have increased dramatically in Santa Fe Springs, other racial groups continue to comprise only a minor proportion of the City's population. Blacks, Asians, American Indians, and "Other" racial groups each make up less than three percent of the City's total population and are under-represented in comparison with Los Angeles County as a whole.

**TABLE 5**  
**CITY OF SANTA FE SPRINGS**  
**ETHNIC COMPOSITION: 1980 & 1990**

RACE AND ETHNICITY	1980 (a)		1990 (b)	
	POPULATION	% TOTAL	POPULATION	% TOTAL
White	13,867	95.5	15,300	93.2
Black	165	1.1	378	2.3
Amer. Indian	127	.9	197	1.2
Asian/Pacific Islander	283	2.0	427	2.6
Other	78	.5	115	.7
Total	14,520	100.0	16,416	100.0
Spanish/Hispanic Origin	8,769	60.4	11,524	70.2

Source: (a) U.S. Department of Commerce, Bureau of the Census, 1980 Census Report.  
(b) Urban Decisions Systems, Demographic Trends: 1980-90-95.

Note: In the 1980 Census, a large percentage of Spanish Origin persons classified themselves as Other, rather than White, Black, Asian, or American Indian. To bring data in line with current Bureau of the Census practice, Spanish/Hispanic respondents have been redistributed among the other racial categories based on their overall proportion in the area being analyzed, as well as being separated out as Spanish/Hispanic." The population identified in the Spanish/Hispanic category is therefore not counted in the total.

## SECTION 3-- HOUSEHOLD CHARACTERISTICS

The characteristics of the population provide an essential component toward the understanding of growth and change in a community. In addition, information collected on the household level provides a good base for the analysis of a community's housing needs. The Bureau of the Census defines a household as all persons who occupy a housing unit, which may include single persons living alone, families related through marriage or blood, and unrelated individuals living together. Persons living in retirement or convalescent homes, dormitories, or other group living situations are not considered households.

### **Household Composition**

In 1980, there were a total of 4,247 households in the City of Santa Fe Springs. According to the Department of Finance, the City has grown to 4,737 households in 1990, representing an 11.5 percent increase during the ten year period.

As presented in Table 6, families represented the City's predominant household type in 1980 (84.1%), somewhat higher than the County-wide proportion (66%) of family households. Single-person households represented the second largest household group in Santa Fe Springs, comprising 13.0 percent of all households. An estimated 2.6 percent of the City's households fell within the "other" category, representing individuals who share a housing unit and are not related by blood or marriage.

Based on 1990 household estimates by Urban Decision Systems, the proportion of family households in Santa Fe Springs has decreased from 84.1 to 81.9 percent of total households. This decline in the proportion of family households may partially be reflective of the increased number and proportion of multi-family housing units in the City and an increase in senior citizen housing. Single-person households on the other hand have increased in relative magnitude since 1980 and currently comprise an estimated 16.7 percent of the City's total households. Finally, current estimates indicate a slight decline in the proportion of non-related individuals living together, with the category of "other" households comprising 1.4 percent of the total.

**TABLE 6**  
**CITY OF SANTA FE SPRINGS**  
**HOUSEHOLD TYPE: 1980 & 1990**

	1980		1990	
	NO. HOUSEHOLDS	% OF TOTAL	NO. HOUSEHOLDS	% OF TOTAL
Families	3,572	84.1	3,880	81.9
Singles	553	13.0	791	16.7
Other	110	2.6	66	1.4
Total	4,235		4,737	

Source: U.S. Department of Commerce, Bureau of the Census, 1980 Census Report; California Department of Finance Controlled Population Estimates for January 1, 1990; Urban Decision Systems, Demographic Trends: 1980-90-95.

### Household Size

Household size is an important indicator identifying sources of population growth as well as overcrowding in individual housing units. A city's average household size will increase over time if there is a trend toward larger families. In communities where the population is aging, the average household size may actually decline.

Average household size in Santa Fe Springs was 3.39 persons per unit in 1980 and had increased slightly to 3.46 in 1990 (see Table 7). This increase could partially reflect the growth in the City's Hispanic population, an ethnic group which has a tendency toward large family size.

**TABLE 7**  
**CITY OF SANTA FE SPRINGS**  
**HOUSEHOLD SIZE: 1980 & 1990**

	1980	1990
Santa Fe Springs	3.39	3.46
Los Angeles County	2.67	2.82

Source: Calif. Dept. of Finance Controlled Population Estimates for 1-1-90.

## Overcrowding

The Census defines overcrowded households as units with greater than 1.01 persons per room, excluding bathrooms, kitchens, hallways, and porches. Overcrowding reflects the inability of households to buy or rent housing which provides reasonable privacy for their residents. According to the 1980 Census, the incidence of overcrowding in Santa Fe Springs was relatively high, with 13.8 percent of all housing units defined as overcrowded, compared with 11.2 percent County-wide.

Unit overcrowding in Santa Fe Springs appears to be concentrated in the northern and eastern portions of the City. An evaluation of the City's Census tracts reveals high levels of overcrowding in tracts 5027 and 5029.02, with rates of 19 percent and 22 percent, respectively. While homeownership levels are comparable in all of the City's tracts, the Hispanic homeownership in these tracts (73.6% in Tract 5027 and 51.9% in Tract 5029.02) is significantly higher than in the remaining Santa Fe Springs tracts, and is higher than the City-wide rate of 50.8 percent.

## Household Income

An important factor with respect to housing affordability is household income. While upper income households have more discretionary income to spend on housing, low and moderate income households are more limited in the range of housing they can afford.

Santa Fe Springs' median household income in 1979 was \$18,595, whereas median family household income was slightly higher at \$20,101. Family households are defined by the Census as households containing two or more persons related by blood, marriage, or adoption. Family household income is generally higher than household income because family households tend to have more members and, therefore, more potential wage earners than non-family households. As illustrated in Table 8, current household and family incomes in Santa Fe Springs vary moderately from those of the County as a whole, with household incomes 5.9 percent higher than the County, and family incomes 4.8 percent lower. This table also reveals the wide variation in incomes among nearby jurisdictions. For example, the cities of Commerce and El Monte have a median household income 27.6 percent below the County median, while Cerritos has a median household income 50.5 percent higher than the County.

**TABLE 8**  
**MEDIAN HOUSEHOLD AND FAMILY INCOME:**  
**SANTA FE SPRINGS AND SURROUNDING AREAS**  
**1979**

JURISDICTION	MEDIAN HOUSEHOLD INCOME	PERCENT ABOVE/BELOW COUNTY	MEDIAN FAMILY INCOME	PERCENT ABOVE/BELOW COUNTY
Baldwin Park	16,439	- 6.3	\$17,472	-17.3
Cerritos	31,313	+78.4	31,793	+50.5
Commerce	15,292	-12.9	15,835	-27.6
El Monte	13,823	-21.2	15,284	-27.6
La Mirada	26,066	+48.5	27,319	+29.3
Norwalk	19,467	+10.9	20,784	- 1.6
Pico Rivera	18,401	+ 4.8	19,999	- 5.3
<b>Santa Fe Springs</b>	<b>18,595</b>	<b>+ 5.9</b>	<b>20,101</b>	<b>- 4.8</b>
South El Monte	14,506	-17.3	15,833	-25.1
Los Angeles Co.	17,551	-	21,125	-

Source: U.S. Department of Commerce, Bureau of Census, 1980 Census Report.

### Housing Affordability

State and Federal standards for housing overpayment are based on an income-to-housing cost ratio of 30 percent and above. Households paying greater than this amount have less income left over for other necessities such as food, clothing, utilities and health care. It is recognized, however, that Upper Income households are generally capable of paying a larger proportion of their income for housing, and therefore estimates of housing overpayment generally focus on lower income groups.

The Regional Housing Needs Assessment (RHNA) prepared by SCAG identifies housing overpayment for the City's lower income households based on data from the 1980 census. Lower income households are defined as households whose total gross income is less than 80 percent of the County median. "Lower Income" encompasses both Very Low and Low Income groups. According to the RHNA, an estimated 803 (or 51 percent) of Santa Fe Springs' lower income households were paying more than 30 percent of their income on rent or mortgage payments as of January 1, 1988. Of these overpayers, 545 are classified as Very Low Income and 258 are Low Income.

The distinction between renter and owner housing overpayment is important because, while homeowners may over-extend themselves financially to afford the option of home purchase, the owner always maintains the option of selling the home. Renters, on the other hand, are limited to the rental market, and are generally required to pay the rent established in that market. The Regional Housing Needs Assessment has broken down housing overpayment by housing tenure, as presented in Table 9. Of the total 803 lower income households identified as overpayers, 552 were renter households and only 251 were owner households. This discrepancy is largely reflective of the tendency of renter households to have lower incomes than owner households.

**TABLE 9**  
**CITY OF SANTA FE SPRINGS**  
**LOWER INCOME HOUSEHOLDS PAYING GREATER THAN 30%**  
**OF INCOME FOR SHELTER**

HOUSEHOLD TENURE	VERY LOW INCOME	LOW INCOME	TOTAL
Owner	150	101	251
Renter	385	158	543
Total	535	258	793

Source: SCAG Regional Housing Needs Assessment, December 1988.

Note: Numbers do not total exactly due to rounding.

### Special Needs Groups

Certain segments of the population may have a more difficult time finding decent affordable housing due to special circumstances. In Santa Fe Springs these "special needs" households include the elderly, handicapped persons, large families, female-headed households, farmworkers, and the homeless. The number of special needs households and/or persons in Santa Fe Springs is summarized in Table 10.

**TABLE 10**  
**CITY OF SANTA FE SPRINGS**  
**SUMMARY OF SPECIAL NEEDS GROUPS: 1990**

NEEDS GROUP	NUMBER OF HOUSEHOLDS/PERSONS	% OF TOTAL HOUSEHOLDS/POPULATION
Elderly (65+) (a)	592	12.5
Handicapped (b)	215	1.8
Large Families (c)	824	17.4
Female-headed Households (d)	644	13.6
Farmworkers (e)	63	.4

Sources: (a) Proportions of elderly households in 1980 census applied to California Department of Finance 1990 household estimate.  
 (b) Proportion of handicapped persons (age 16 and above) from 1980 Census applied to current (1990) population.  
 (c) Urban Decisions Systems, Demographic Trends: 1980-90-95. Proportions of large family households applied to California Department of Finance 1990 reported households.  
 (d) Proportion of female-headed households from 1980 Census applied to current (1990) households.  
 (e) Proportion of Santa Fe Springs residents employed in farming, forestry and fishing applied to 1990 population.

**Elderly:** The special needs of many elderly households result from their lower, fixed incomes, physical disabilities, and dependence needs. There were an estimated 531 elderly householders (65 years and over) residing in Santa Fe Springs in 1980 representing 12.5 percent of total households; applying this proportion to 1990 household figures results in an estimated 592 elderly households in 1990. Census data indicates that approximately seven percent of elderly households in Santa Fe Springs live on incomes which fall below the poverty level.

The City has implemented a proactive housing and social services program to assist its senior citizen population. Through the use of a variety of incentives including land write-downs, fee waivers, and flexible development standards, the City of Santa Fe Springs has facilitated the development of four senior housing projects in its jurisdiction. Placita Plaza Apartments is a 134 unit low income senior housing project developed in 1974. Located directly across the street from the City's Neighborhood Center for Social Services and Silvercrest Residences is a 28 unit Section 202 affordable senior project developed by the Salvation Army in 1986. In addition to these federally assisted senior projects, in 1987 the Santa Fe Springs Redevelopment Agency assisted in the development of 288 units of senior rental housing in the Fulton Wells project. Twenty percent of the units in the HUD Pioneer Gardens project (28 units) are also set aside for low income seniors. In aggregate, Santa Fe Springs has over 500 units of senior citizen housing, representing over ten percent of the City's total housing stock. Nonetheless, the fact that all the City's subsidized senior housing projects have two to three year waiting lists for occupancy indicates an unmet need for additional low income senior housing in the area.

In addition to providing housing opportunities for seniors, the City operates an extensive senior citizen social services program through the Santa Fe Springs Neighborhood Center for Social Services. The City's Senior Citizen Program Coordinator oversees a variety of programs offered through the Neighborhood Center, including the following:

- Nutrition Program - The Neighborhood Center serves as a County Nutrition site where hot lunches are provided to approximately 3,000 seniors monthly. According to the City's program coordinator, an estimated 60 percent of the seniors served in this program are Santa Fe Springs residents, and 98 percent are low income. The City recently initiated its own City-funded senior citizen nutrition program to serve an additional 50 low income seniors at the Lake Center Park facility. Total monthly lunch service for seniors averages approximately 4,000.
- Adult Day Care - Trained volunteers visit homebound seniors, as well as transport to and from the senior center where a variety of activities are available including arts and crafts, live music, field trips, etc. The adult day care program provides companionship for the senior, as well as respite for the primary caregiver.
- Transportation Services - An average of 623 seniors, of which 175 are low income, are provided with transportation services by the City on a monthly basis. Transportation is provided for medical, shopping, and nutritional purposes. The City recently purchased 79 passenger vans with wheelchair access for group special function activities.
- Betzedeck Legal Counseling - The County-sponsored Betzedeck program provides free legal counseling services to low income seniors, and processes an average of nine cases monthly.

The Senior Citizen Advisory Committee oversees these and other programs offered for seniors through the Neighborhood Center, and makes recommendations to the City Council regarding new or expanded programs, funding levels, etc. Through the Advisory Committee's actions, a second City-funded senior center recently opened at the Lake Center Athletic Park on Florence Avenue to provide greater accessibility to seniors who reside in the southern portion of the City. The center offers a nutrition program, as well as several of the programs currently offered at the Neighborhood Center.

The Housing Element establishes policies to continue the extensive social service program currently provided to low income seniors in the City, and to encourage additional housing opportunities for seniors through provisions for congregate housing, second units on lots with existing units, shared living arrangements, and housing assistance programs.

**Handicapped:** Physical handicaps can hinder access to housing units of traditional design as well as potentially limit the ability to earn adequate income. The 1980 Census contains data on persons who have physical disabilities that are work and/or public transportation related. According to the Census, 1.8 percent of the City's population age 16 and above had such disabilities, translating to an estimated 215 residents in 1990. A significant proportion of the City's handicapped are elderly. Thus, handicapped accessible units provided in the City's senior housing projects address the needs of a large segment of the City's handicapped population. Rehabilitation programs set forth in the Housing Element are used for unit modification for the handicapped.

**Large Families:** Large families are identified as a group with special housing needs based on the limited availability of adequately sized, affordable housing units. Large families are often of lower income, frequently resulting in the overcrowding of smaller dwelling units and, in turn, accelerating unit deterioration. Approximately 23.6 percent of the City's households in 1980 had five or more members, which was significantly higher than the County-wide proportion (13.6%) of large families. Since 1980, the proportion of large families in Santa Fe Springs has decreased to 17.4 percent. This significant decline in large families may be attributable to the large increase in multi-family housing units which have been developed since the 1980 census. An estimated nine percent of the City's family households earn incomes below the level of poverty.

According to the Santa Fe Springs Neighborhood Center for Social Services, the majority of those served as part of the non-senior social service programs are low income large family households. A variety of City, County, State, Federal and non-profit funding sources allow the City to operate an extensive social service program to assist large family households. Services offered include: a food pantry and food vouchers; a children's services program including preschool, day care and child counseling; employment services including information and referral, and job training; legal and psychiatric counseling; on-site dental care for children; and emergency and permanent housing referral.

Subsidized housing for families in Santa Fe Springs is provided through 113 units of low income family housing in the Pioneer Gardens project, and through Section 8 rent subsidies. The waiting list for Pioneer Gardens is approximately three years, and two years for rent subsidies. The Housing Element presents additional housing opportunities for large families through programs for new affordable housing construction, some of which will be targeted towards large families. In addition, the City's extensive residential rehabilitation program will continue to assist large families in upgrading their homes, and in providing room additions as necessary to alleviate overcrowding.

**Female-Headed Households:** Female-headed households tend to have low incomes, thus limiting housing availability for this group. In 1980 13.6 percent of Santa Fe Springs' households were headed by a woman, as compared with 11.2 percent County-wide. Applying the proportion of female-headed households in the City in 1980 to 1990 households translates to an estimated 644 female-headed households. Of these households, 67 percent (431 households) have dependent children under 18 years of age. Thus, providing housing opportunities for this group relates both to affordability and services for the care of children. Of the nine percent of family households in Santa Fe Springs which have incomes below the poverty line, approximately one-third are female-headed households with children.

Female-headed households comprise a large proportion of the low income family households provided services through the Neighborhood Center for Social Services. The City operates a children services program at the Neighborhood Center which includes subsidized morning and afternoon daycare, preschool, and child counseling services. The special needs of female-headed households are addressed through these programs, and through Housing Element programs which call for the development of affordable family housing.

**Farmworkers:** The special housing needs of many farmworkers stem from their low wages and the insecure nature of their employment. Those persons working in the farming industry account for an estimated 0.4 percent (63 persons) of the City's population. The demand for housing generated by farmworkers in the City is thus estimated to be nominal, and can be adequately addressed by overall housing affordability programs.

**Homeless:** Throughout the country, homelessness has become an increasing problem. Factors contributing to the rise in homelessness include the general lack of housing affordability to low and moderate income persons, increases in the number of persons whose incomes fall below the poverty level, reductions in public subsidy to the poor, and the de-institutionalization of the mentally ill.

Due to the predominately industrial character of Santa Fe Springs, and the presence of extensive oil-related operations, the built environment is not particularly hospitable to homeless individuals, and the City doesn't attract many transients. The homeless that do reside in Santa Fe Springs are known to congregate in a variety of locations around the City ranging from industrial and commercial areas to public parks. Those members of Santa Fe Springs' homeless population include single men and women, as well as families.

The City of Santa Fe Springs has applied for and received Federal Emergency Management Agency (FEMA) funding to assist the homeless. Of the approximately \$10,000 in FEMA funds the City receives annually, \$8,000 is allocated for the provision of food, while the remaining \$2,000 is provided for overnight shelter. The Social Services Advisory Committee, appointed by the City Council, conducts fundraisers for various City needs as well. In emergency situations, Advisory Committee funds may be used for assisting the City's homeless.

The Santa Fe Springs Neighborhood Center functions as a referral service for the City's homeless who are brought to the Center's attention by local residents and businesses. Santa Fe Springs' homeless may be accommodated in one of several nearby shelters including the Salvation Army facility. Table 11 presents a listing of agencies that provide social services to the homeless in the immediate area of the City. In emergency situations, the City may provide overnight shelter for homeless families in a local motel.

The Rio Hondo Temporary Shelter located in Norwalk provides overnight shelter for some of Santa Fe Springs' homeless. The shelter's administrator estimates that during the past 11 month period, 13 percent of those persons served by Rio Hondo Temporary Shelter were from Santa Fe Springs. Out of a total of 34,282 persons per bed per night (PSD<sup>a</sup>) served by the shelter during this time period, 4,491 were from Santa Fe Springs. The Rio Hondo Temporary Shelter has the capacity to accommodate 110 individuals with overnight lodging. Individuals are permitted to stay for a period of up to 60 days in one year intervals. Shelter beds are divided between two dormitories for single men, and one for single women and their children. During periods of particularly high demand, the shelter has the capability to convert its day room into overnight accommodations. The shelter primarily serves families, and estimates that 40 percent of its occupants are under 12 years of age.

Many of those served by the Rio Hondo Temporary Shelter are part of the labor force, yet have been evicted from previous housing as a result of housing affordability problems. A significant portion of those served by the shelter are also non-literate, making financial independence and housing stability difficult. In order to effectively meet the needs of this segment of its resident population, the shelter offers a literacy program.

The Rio Hondo Temporary Shelter is a non-profit organization, and receives a substantial amount of its financial support from the City of Santa Fe Springs. During the 1989-1990 fiscal year, the shelter was allocated \$35,000 in City funds and another \$50,000 in FY 1990-91. The City provided further assistance to the shelter through the purchase of a van, as well as by providing funding and labor for paint and carpeting in some areas of the facility. Other financial assistance for the shelter comes from churches, businesses, the State of California, the Federal Emergency Management Agency, and from six surrounding communities including Santa Fe Springs.

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<sup>a</sup>PSD refers to one person per bed per night; e.g., a family of four for two nights represents eight PSDs, or one person for 10 nights accounts for 10 PSDs.

**TABLE 11**  
**SOCIAL SERVICE AGENCIES THAT PROVIDE**  
**SERVICE FOR THE HOMELESS IN THE SANTA FE SPRINGS AREA**

NAME, LOCATION	DESCRIPTION
Salvation Army, Santa Fe Springs 12000 Washington Blvd.	35 single-parent temporary (transitional) housing units. Intended for single parent families who need temporary shelter (60-90 day stays).
Rio Hondo Temporary Shelter, Norwalk	Provides food and shelter on a transitional basis. Accommodates homeless families, and single men and women. Permits a stay of up to 60 days once a year. Capacity of 110 individuals. Offers onsite literacy program for its residents. During periods of particularly high demand, day room is made available for overnight accommodation.
Hospitality House, Whittier	Provides room and two meals per day. Accommodates 14 men, and has three bedrooms with bunk beds for women with children. Maximum stay of three days - may be extended to two weeks in circumstances involving individuals who have found employment and are waiting to receive a paycheck. Offers bus tokens to residents in need of transportation to work. Clothing vouchers are also available. Funded by the Salvation Army.
Santa Fe Springs Neighborhood Center, Santa Fe Springs	Serves primarily as a referral service. Provides motel vouchers for families on a short-term basis.
Catholic Charities Family Shelter, Long Beach	Accommodates up to 20 homeless families. Provides food, bus fare for transportation to work, and money for phone calls. Serves as transitional housing for those who are employed. Maximum stay of one month.

The City of Santa Fe Springs has recently approved the establishment of a transitional housing facility to be operated by the Salvation Army. The facility will accommodate up to 35 individuals, and is targeted towards serving single-parent households. Stays between 60-90 days will be permitted to allow families adequate time to find employment and save money to put towards their own housing. The City facilitated the creation of this transitional facility by granting a zone change to M-1-PD.

The City will continue to permit emergency shelters and transitional housing facilities to be developed in areas with a "Planned Development" (PD) Overlay. This zoning designation provides for the flexibility in development standards (e.g. parking, room size, setbacks) necessary to accommodate emergency shelters. While the Planning Commission must issue a Conditional Use Permit for emergency and transitional housing in areas with a Planned Development Overlay, conditions of approval will not be recommended by staff beyond those necessary to ensure health, safety and welfare.

## SECTION 4-- HOUSING STOCK CHARACTERISTICS

### Housing Growth

Santa Fe Springs developed as a predominately industrial community with limited areas of residential use. The City encompasses 9 square miles of which approximately 82% is planned for industrial use, 9% for residential use, and the balance for commercial, public facility and open space uses. While the majority of housing development is concentrated in the westernmost portion of the City and is removed from industrial uses, small pockets of housing also occur along the City's eastern periphery adjoining residential areas outside the City.

In 1980 Santa Fe Springs had a housing stock of 4,382 units. By January 1990, that total had risen to 4,826, an increase of more than ten percent. Comparing the residential growth rates of Santa Fe Springs with nearby jurisdictions (see Table 12), the City's 10.1 percent increase in housing units during the ten year period exceeded the growth experienced in many of the adjacent areas, and was comparable to the level of growth experienced in the County as a whole (11.2%). The majority of Santa Fe Springs' housing unit growth in the 1980s can be attributed to the development of multi-family units on parcels that have been rezoned for residential uses. This includes the development of two senior citizen housing projects totaling over 309 units, which account for 70 percent of total housing growth between 1980 and 1990.

**TABLE 12**  
**HOUSING GROWTH TRENDS:**  
**SANTA FE SPRINGS AND SURROUNDING AREA**  
**1980-1990**

JURISDICTION	NO. OF HOUSING UNITS		% INCREASE
	1980 (a)	1990 (b)	
Baldwin Park	14,353	16,817	17.2
Cerritos	14,917	15,592	4.5
Commerce	2,984	3,315	11.1
El Monte	25,393	27,551	8.5
La Mirada	12,492	13,041	4.4
Norwalk	25,827	27,300	5.7
Pico Rivera	15,884	16,102	1.4
Santa Fe Springs	<b>4,382</b>	<b>4,826</b>	<b>10.1</b>
South El Monte	4,533	4,824	6.4
Los Angeles County	2,855,578	3,174,142	11.2

Source: (a) U.S. Department of Commerce, 1980 Census Reports.

(b) California Department of Finance, Controlled Population Estimates for January 1, 1990.

## Housing Type and Tenure

Over half of the housing stock in Santa Fe Springs was constructed during the 1950s at a time when much of the City's land remained undeveloped. The detached single family housing which was developed during this time constitutes the majority of Santa Fe Springs' current housing stock. From 1960 to 1970 as residential land became less available, the proportion of multi-family dwellings in the City began to grow at a moderate rate. However, from 1970 continuing into the mid-1980s the number of multi-family units increased more than two and one-half times, growing from seven percent of total housing units in 1970 to 25 percent in 1980. These figures include the introduction of approximately 100 townhouses.

Housing growth between 1980 and 1990 has been characterized by infill development of-multi-family apartments and condominiums, resulting in a change in the composition of the housing stock (single versus multi-family). Single family dwelling units remain the predominant housing type in the City, constituting 70 percent of all housing units in 1990 (refer to Table 13); however, multi-family units have become increasingly prevalent in the City's housing stock, increasing from 25 percent of total occupied housing units in 1980 to 30 percent in 1990. During the ten year period, the City experienced a multi-family unit growth rate of 29 percent while the proportion of single family units increased by 3.9 percent only. Contributing to the number of multi-family dwellings added to the City's housing stock during this period is the development of two senior citizen housing projects. The City's mobile home housing stock has remained stable during the 1980s at 88 units.

**TABLE 13**  
**CITY OF SANTA FE SPRINGS**  
**HOUSING UNIT MIX: 1980-1990**

HOUSING TYPE	NO. OF HOUSING UNITS		CHANGE 1980-1990	
	1980 (a)	1990 (b)	#	%
Single-Family	3,201	3,325	+124	+3.9
Multi-Family	1,093	1,413	+320	+29.3
Mobile Homes	88	88	0	0.0
Total Housing Units	4,382	4,826	+444	+10.1
Total Occupied Units	4,276	4,737	+461	+10.8
Vacancy Rate	2.42%	1.84%		

Source: (a) U. S. Department of Commerce, Bureau of the Census, 1980 Census Report.

(b) California Department of Finance, Controlled Population Estimates for January 1, 1990.

The tenure distribution of a community's housing stock (owner versus renter) influences several aspects of the local housing market. Residential mobility is influenced by tenure, with ownership housing evidencing a much lower turnover rate than rental housing. Housing overpayment, while faced by many households regardless of tenure, is far more prevalent among renters. Tenure preferences are primarily related to household income, composition, and age of the householder.

For the past several decades, Santa Fe Springs has been a predominantly owner-occupied community with an estimated 68.5 percent of the City's households owner-occupied in 1980. Very limited opportunities exist for future single-family development in Santa Fe Springs. Multi-family development may however continue to be accommodated through infill, and on underutilized properties. As multi-family development increases relative to single-family uses, the City will likely experience a growing proportion of renter-occupied households in Santa Fe Springs.

### **Age and Condition of Housing Stock**

Table 14 illustrates the period in which housing units were built in Santa Fe Springs. The majority of the City's housing was developed during the 1950s, characterized by modest-single-family tract homes. Reflective of the continued growth in Los Angeles County, an additional one-third of the City's current housing units were constructed during the 1960s and 1970s. As the City's residential neighborhoods became more built-out, residential growth began to slow, as evidenced by less than 500 dwellings added to the housing stock during the 1980s.

**TABLE 14**  
**CITY OF SANTA FE SPRINGS**  
**AGE OF HOUSING STOCK: 1990**

YEAR BUILT	# OF UNITS	% OF TOTAL
1939 or earlier	64	1.3
1940 - 1949	283	5.9
1950 - 1959	2,613	54.2
1960 - 1969	670	13.9
1970 - 1974	586	12.1
1975 - March 1980	166	3.4
April 1980 - Jan 1990	442	9.2
Total:	4,824	100.0

Source: U.S. Department of Commerce, Bureau of the Census, 1980 Census Report; California Department of Finance, Controlled Population Estimates for January 1, 1990.

The accepted standard for major rehabilitation needs is 30 years or older. In 1990, approximately 60 percent of the City's housing stock was over 30 years old, with 75 percent of the City's housing turning 30 years or older within the next ten years. This indicates the need for continued maintenance of over 3,500 units by the year 2000 to prevent widespread deterioration of the City's older housing stock.

## Housing Condition Survey:

A random survey was conducted in July 1990 to evaluate the structural condition of the City's housing stock. The survey covered the three major residential areas in the City; pockets of residential uses outside these locations were not included in the survey. Residential parcels which were deficient in landscaping and/or had excessive clutter in their yards were considered to be in standard condition, provided the residential structure met the necessary criteria.

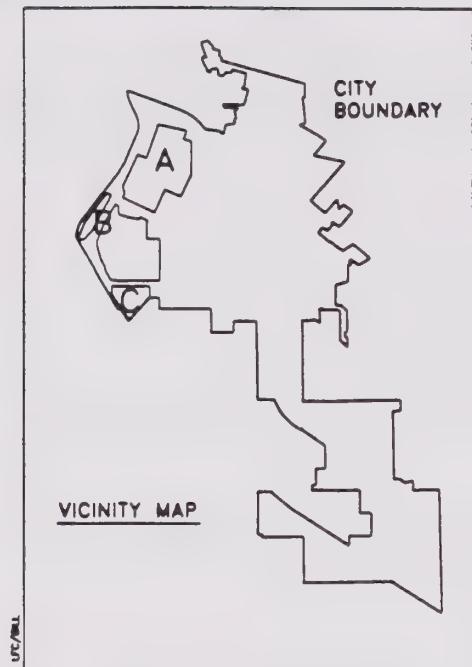
Based on exterior evaluation, each unit was rated as "good", "adequate", "substandard, suitable for rehabilitation", or "substandard, unsuitable for rehabilitation", as defined below.

- **Good Condition:** Unit in good condition, with no outwardly apparent signs of decay.
- **Adequate Condition:** Structure generally sound but in need of minor repair to correct deficiencies such as a) patched, loose or missing roof material; b) paint cracking or peeling; c) broken or missing windows/screens; d) wood trim or siding worn, weathered, or broken; e) porches and/or steps missing; f) loose or worn wiring.
- **Substandard Condition, Suitable for Rehabilitation:** Structure contains one or more structural deficiencies such as: a) loose protective surface; b) settled porch or roof; c) weakened structure or inadequate building foundation.
- **Substandard Condition, Not Suitable for Rehabilitation:** Structure contains major structural deficiencies which would cost greater than 50% of the home's value to repair.

The residential neighborhoods in Santa Fe Springs are primarily situated in the western portion of the City, away from industrial uses. Santa Fe Spring's housing stock is generally in good condition, evidencing only minor signs of deferred maintenance. The majority of the City's neighborhoods are characterized by single-family tract housing developed in the 1950s and 1960s. With such a large portion of the housing stock over 30 years of age, it would be expected that housing of this vintage would increasingly be in need of major repair; however, the homes in Santa Fe Springs reflect a high degree of maintenance. The quality of the housing stock may be attributed to the high level of City involvement with housing maintenance. The City plays an active role in providing rehabilitation assistance to homeowners in need of financial assistance for home improvements. While the housing survey identified a small number of units (11) as substandard, approximately one-third of those were undergoing major repairs.

For purposes of evaluation and comparison, the City's residential areas have been divided into three sections: Area A, those homes which are bounded to the north by Los Nietos Road, to the south by Telegraph Road, to the west by the 605 Freeway, and to the east by Arlee Avenue; Area B, residences which are located south of Telegraph Road, east of Interstate 5, west of Pioneer Boulevard, and north of Florence Avenue; and Area C, the neighborhood south of Florence Avenue, between Pioneer Boulevard, and Interstate 5. Figure 2 delineates the three survey areas, and depicts the results of the housing conditions survey. The following synopses generally describes the condition of the housing stock.

# CITY OF SANTA FE SPRINGS



## AREA A

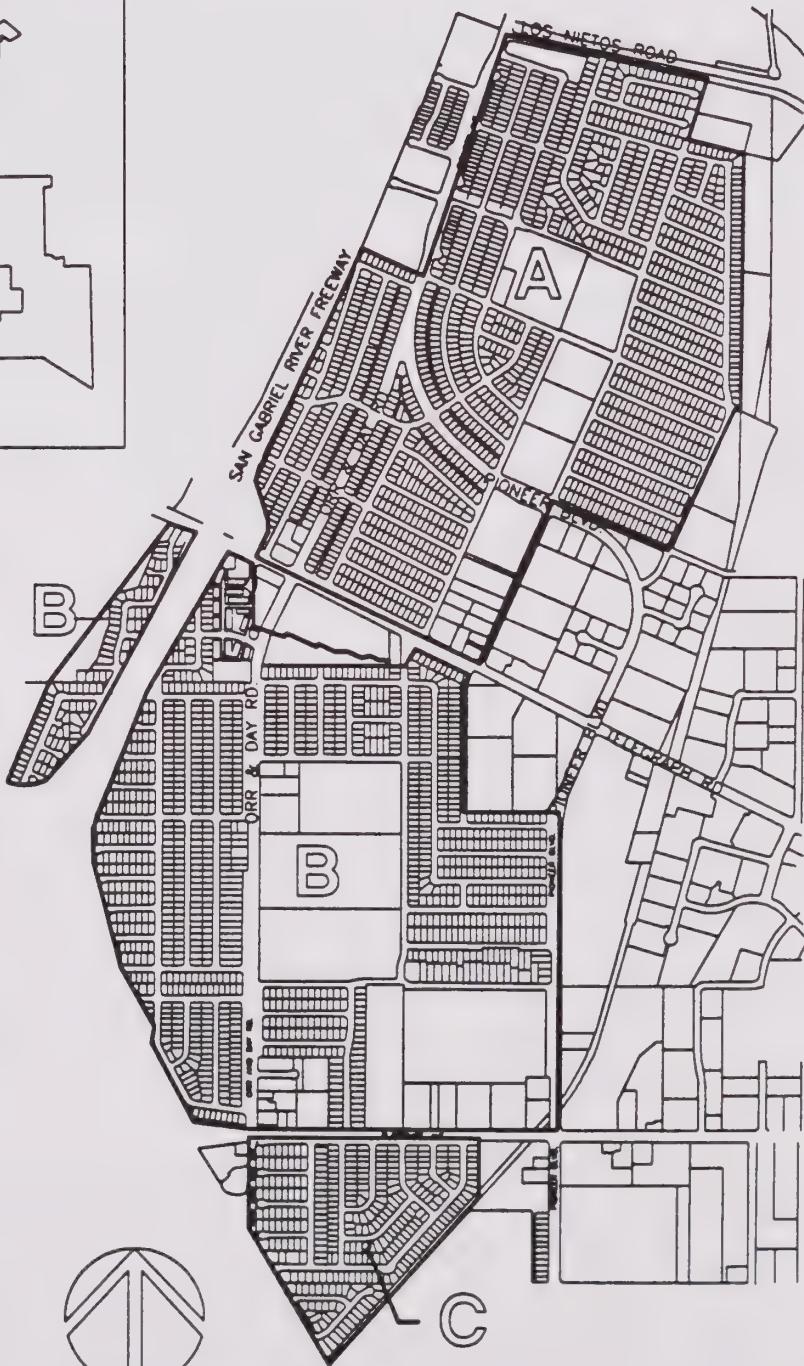
NO. UNITS	RATING
639	GOOD
798	ADEQUATE
4	SUBSTANDARD
	SUITABLE FOR REHABILITATION
1	STANDARD. NOT SUITABLE FOR REHABILITATION

## AREA B

NO. UNITS	RATING
667	GOOD
378	ADEQUATE
0	SUBSTANDARD
	SUITABLE FOR REHABILITATION
0	STANDARD. NOT SUITABLE FOR REHABILITATION

## AREA C

NO. UNITS	RATING
145	GOOD
158	ADEQUATE
7	SUBSTANDARD
	SUITABLE FOR REHABILITATION
0	STANDARD. NOT SUITABLE FOR REHABILITATION



SOURCE: CBA JUNE 1989

Figure 2  
HOUSING CONDITION SURVEY RESULTS

**Area A:** The housing stock in this neighborhood consists predominately of single-family homes, with the exception of two large apartment complexes (Placita Park and Pioneer Gardens Apartments) at the northern and northwestern-most boundaries of the area. Observed housing conditions were the following:

<u># of Units</u>	<u>Condition Category</u>
639	Good
798	Adequate
4	Substandard, Suitable for Rehabilitation
1	Substandard, Not Suitable for Rehabilitation

This area is characterized predominately by units of either good or adequate condition. A large proportion of homes located adjacent to the Santa Fe Springs Athletic Fields were designated "Adequate", generally in need of roof repair or painting. The four substandard units that were identified were located on Pioneer Boulevard, Maxine Street, Hamden Street, and Flossmore Road. A high concentration of homes that are in need of minor repair were identified along the western streetscape of Pioneer Boulevard. The multi-family units in the area were found to be in good condition.

**Area B:** This residential area of the City is characterized predominantly by units of good and adequate condition. The majority of the residences are single-family homes. Multi-family residences also comprise a portion of the housing in this neighborhood, including Garden View, Santa Fe, Florence Fountain, New Englander apartments, and Aspen Meadows townhomes. Conditions observed were the following:

<u># of Units</u>	<u>Condition Category</u>
667	Good
378	Adequate
0	Substandard, Suitable for Rehabilitation
0	Substandard, Not Suitable for Rehabilitation

While this portion of Santa Fe Springs is characterized by well maintained housing, there was a high concentration of "Adequate" housing units in the area immediately surrounding Santa Fe High School. The most readily identifiable repairs needed among these homes were worn roofs and peeling paint.

**Area C:** Similar to Areas A and B, this area of Santa Fe Springs is almost wholly comprised of single-family homes, with Villa Santa Fe Apartments the only multi-family complex identified. The following conditions were observed:

<u># of Units</u>	<u>Condition Category</u>
145	Good
156	Adequate
7	Substandard, Suitable for Rehabilitation
0	Substandard, Not Suitable for Rehabilitation

Residences in this area are evenly distributed between "Good" and "Adequate" condition. However, in relationship to the two areas previously discussed, Area C had the highest incidence of substandard housing, with seven dwellings identified as substandard although needed repairs were minor enough to warrant rehabilitation. Substandard units in Area C are concentrated on Roseton Avenue. Roof repairs and painting were the most common deficiencies.

### Housing Costs- Ownership Housing

In 1980, the median value of housing in Santa Fe Springs was \$68,900. As illustrated in Table 15, for-sale housing prices in Santa Fe Springs were significantly lower than the County's median selling price of \$87,400. Surrounding cities' housing costs in 1980 were relatively comparable to Santa Fe Springs, indicating the generally lower priced housing market in the subregion. Housing costs in La Mirada, however, were comparable to those County-wide, and housing in Cerritos was 34 percent more expensive than that in the County.

**TABLE 15**  
**HOUSING VALUES: SANTA FE SPRINGS & SURROUNDING AREAS**  
**1980**

JURISDICTION	MEDIAN OWNER-OCCUPIED HOUSING VALUE
Baldwin Park	\$ 61,500
Cerritos	\$ 116,900
Commerce	\$ 60,900
El Monte	\$ 66,000
La Mirada	\$ 83,700
Norwalk	\$ 69,000
Pico Rivera	\$ 67,200
Santa Fe Springs	\$ 68,900
South El Monte	\$ 62,100
Los Angeles County	\$ 87,400

Source: Department of Commerce, Bureau of Census, 1980 Census Report.

Recent information on housing sales prices has been obtained from the Southland Home Prices segment of the Los Angeles Times newspaper and is presented in Table 16. The data includes sales of new and existing detached single-family homes and condominiums sold by home builders, real estate agents and homeowners. Sales data is presented by zip code, which generally approximates the jurisdictional boundaries of the cities listed.

As illustrated in Table 16, the average selling price in April 1990 for homes in Santa Fe Springs was \$156,589, as compared to \$236,910 for all homes sold County-wide. While this average sales price in Santa Fe Springs represents nearly a 130 percent increase since 1980, housing prices County-wide increased by over 170 percent. Sale prices in the City also fell slightly below those in the surrounding jurisdictions, with the exception of Baldwin Park. The City's

average housing price generally falls marginally below the average housing prices for all of the surrounding jurisdictions with the exception of the City of Baldwin Park. Only nine homes were sold in Santa Fe Springs during April 1990, all of which were resales.

**TABLE 16**  
**RESIDENTIAL SALES VALUES:**  
**SANTA FE SPRINGS AND SURROUNDING AREA**  
**APRIL 1990**

JURISDICTION	ZIP CODE (S)	AVERAGE PRICE	# SOLD
Baldwin Park	91706	\$140,459	74
Cerritos	90701	\$287,306	90
Commerce	90040	\$174,317	5
El Monte & South	91731	\$160,929	31
El Monte	91732	\$184,801	48
	91733	\$198,238	28
La Mirada	90638	\$260,183	121
Norwalk	90650	\$157,684	118
Pico Rivera	90606	\$167,280	45
Santa Fe Springs	90670	\$156,589	9
Los Angeles County	All zip codes	\$236,910	9,983

Source: Southland Home Prices Los Angeles Times April 8, 1990  
 TRW Real Estate Market Information Services

In order to obtain more detailed information on current housing costs in Santa Fe Springs by unit type and size, statistics were compiled on the sales price of single-family homes and condominiums sold in the City between April 1989 and March 1990. A total of 174 residences were sold during this period.

Table 17 presents sales information for single-family residences. The median sales price of the 142 residences sold was \$165,000, with a slightly higher average sales price of \$174,161. The range of selling prices was relatively narrow, with the lowest priced single-family home selling for \$88,000 and the highest priced unit selling for \$208,000.

**TABLE 17**  
**CITY OF SANTA FE SPRINGS**  
**SINGLE-FAMILY RESIDENTIAL SALES:**  
**APRIL 1989 - MARCH 1990**

NUMBER OF BEDROOMS	# SOLD	HOME PRICES		
		MEDIAN	AVERAGE	RANGE
1	1	\$165,000	\$165,00	\$165,000
2	33	136,500	145,917	125,00 - 164,000
3	94	165,000	167,188	88,000 - 208,000
4	14	170,500	171,786	146,000 - 200,000
Totals	142	\$165,000	\$174,161	\$88,000 - 208,000

NUMBER OF BEDROOMS	SQUARE FOOTAGE		
	MEDIAN	AVERAGE	RANGE
1	1,732	1,732	1,732
2	825	937	795 - 1,175
3	1,198	1,242	980 - 1,727
4	1,526	1,487	1,215 - 1,976
Totals	1,250	1,265	795 - 1,976

Source: California Market Data Cooperative, Inc., Single-Family Residential Sales Data Quarterly Reports Compiled by Cotton/Beland/Associates, Inc. April 1989 - March 1990.

As presented in Table 17, the majority of homes sold in Santa Fe Springs were two and three bedroom units of approximately 1,250 square feet in size. Three-bedroom homes represented two-thirds of the units sold and commanded a median selling price of \$165,000. Two-bedroom homes comprised approximately one-quarter of the units sold and had a median selling price of \$136,500.

In addition to single-family homes, condominium units are also available in Santa Fe Springs as an ownership option. As illustrated in Table 18, 32 condominiums were sold in the City from April 1989 to March 1990. These units represent approximately 20 percent of the total ownership housing units sold in Santa Fe Springs during this time period. Two and three bedroom condominium units comprised the entirety of condominium units sold. Sales prices ranged from a median of \$127,000 for a two-bedroom unit, to a median of \$135,000 for a unit with three bedrooms. Median square footage for two- and three-bedroom units are 1,081 and 1,363 square feet respectively. In contrast to single-family home prices, condominium sales

prices were approximately \$10,000 less expensive for two bedroom units, and \$30,000 less expensive for three bedroom units. Condominium unit sizes were also somewhat larger on average than single family homes, reflecting the older vintage of the City's single-family housing stock.

**TABLE 18**  
**CITY OF SANTA FE SPRINGS**  
**CONDOMINIUM SALES: APRIL 1989 - MARCH 1990**

NUMBER OF BEDROOMS	# SOLD	HOME PRICES		
		MEDIAN	AVERAGE	RANGE
2	11	\$127,000	\$125,045	104,000 - 135,000
3	21	135,000	133,905	107,000 - 155,500
Totals	32	\$133,000	\$132,161	\$104,000 - 155,500

NUMBER OF BEDROOMS	SQUARE FOOTAGE		
	MEDIAN	AVERAGE	RANGE
1	1,081	1,032	1,008 - 1,148
2	1,363	1,324	1,196 - 1,538
Totals	1,260	1,238	1,008 - 1,538

Source: California Market Data Cooperative, Inc., Single-Family Residential Sales Data Quarterly Reports Compiled by Cotton/Beland/Associates, Inc., April 1989 - March 1990.

### Housing Costs- Rental Housing

In 1980, median rental costs in Santa Fe Springs were \$302 per month. As presented in Table 19, much like for-sale costs, Santa Fe Springs' rents were comparable to those of nearby jurisdictions, with the exception of Cerritos and La Mirada which have somewhat higher rent structures. In contrast to for-sale housing costs which are somewhat less expensive in Santa Fe Springs than the County, rental rates were approximately 20 percent above those in the County.

**TABLE 19**  
**CITY OF SANTA FE SPRINGS**  
**MONTHLY RENTS: SANTA FE SPRINGS &**  
**SURROUNDING AREAS**  
**1980**

JURISDICTION	MEDIAN MONTHLY CONTRACT RENT
Baldwin Park	\$283
Cerritos	494
Commerce	220
El Monte	261
La Mirada	352
Norwalk	312
Pico Rivera	282
<b>Santa Fe Springs</b>	<b>302</b>
Los Angles County	250

Source: Department of Commerce, Bureau of the Census, 1980 Census Report

In order to update information on rental costs in Santa Fe Springs, data has been compiled from advertised rental units in the Santa Fe Springs News, the Whittier Daily Tribune, and from telephone inquiries to apartment complexes in the City. Due to a limited number of units advertised for rental, rental rates for single-family and multi-family dwellings have been evaluated together.

Of the total 12 rental units advertised, 8 were two-bedroom; 3 were one-bedroom, and one was three-bedroom. The median rent for a two-bedroom unit was \$720, while the overall median rent was \$705. Rentals as a whole range in price from \$440 per month for a one-bedroom unit to \$850 per month for a three-bedroom unit. The general lack of units advertised for rent indicates a low turnover rate in the Santa Fe Springs rental market, as well as a possible need for rental housing.

#### Share of Region's Housing Needs

State law requires jurisdictions to provide for their share of regional housing needs. The Southern California Association of Governments (SCAG) has determined the 1989-1994 needs for the City of Santa Fe Springs, and has estimated the number of households that the City will be expected to accommodate during this period. Future housing needs reflect the number of new units needed in a jurisdiction based on households that are expected to reside within the jurisdiction (future demand), plus an adequate supply of vacant housing to assure mobility and new units to replace losses. These needs were forecast by the 1988 Regional Housing Needs Assessment (RHNA), which considered on a regional and local level the market demand for housing, employment opportunities, availability of suitable sites for public facilities, commuting patterns, type and tenure of housing needs, and housing needs of farm workers.

According to the model, housing to accommodate 304 households would need to be added by July 1994 to the City's total households (estimated in June of 1989) to fulfill the City's share of regional housing needs. This total can be further divided among the Housing and Urban Development agency's four income groups to identify the types of households to be provided as follows:

**TABLE 20**  
**CITY OF SANTA FE SPRINGS**  
**1989-1994 HOUSEHOLD GROWTH NEEDS BY INCOME GROUP**

	UNITS	% TOTAL
Very Low (0-50% County Median income)	49	(16.1%)
Low (50-80% County median income)	63	(20.7%)
Moderate (80-120% County median income)	64	(21.1%)
High (over 120% County median income)	<u>127</u>	(41.8%)
Total Households	303	

Source: SCAG Regional Housing Needs Assessment, December 1988  
Numbers do not add due to rounding

The intent of the future needs allocations by income group is to relieve lower income impaction - the undue concentration of very low and low income households in a jurisdiction. Localities must fully address their existing needs in order for impaction avoidance goals to be achieved in the future period.

## SECTION 5-- CONSTRAINTS ON HOUSING PRODUCTION

Actual or potential constraints on the provision and cost of housing affect the development of new housing and the maintenance of existing units for all income levels. Market, governmental, infrastructural, and environmental constraints to housing development in Santa Fe Springs are discussed below.

### Market Constraints

The high cost of renting or buying adequate housing is the primary ongoing constraint of providing adequate housing in the City of Santa Fe Springs. High construction costs, labor costs, land costs and market financing constraints are all contributing to decreases in the availability of affordable housing.

**Construction Costs:** The single largest cost associated with building a new house is the cost of building materials, comprising between 40 to 50 percent of the sales price of a home. Overall construction costs rose over 30 percent between 1980 and 1988, with the rising costs of energy a significant contributor. Construction costs for wood frame, single-family homes of average to good quality range from \$40 to \$55 per square foot, custom homes and units with extra amenities running somewhat higher. Costs for wood frame, multi-family homes average around \$42 per square foot, exclusive of parking.

A reduction in amenities and quality of building materials (above a minimum acceptability for health, safety, and performance) could result in lower sales prices. Additionally, pre-fabricated, factory built housing may provide for lower priced housing by reducing construction and labor costs. An additional factor related to construction costs is the number of units built at the same time. Because of economies of scale, as the number of units developed increases, construction costs over the entire development are generally reduced. This reduction in costs is of particular benefit when density bonuses are utilized for the provision of affordable housing.

**Land:** Land costs include the cost of raw land, site improvements, and all costs associated with obtaining government approvals. According to City staff, residential land in Santa Fe Springs is valued at approximately \$20 to \$28 per square foot on parcels zoned for single family development, and comprises approximately two-thirds the cost of most of the City's older residences.

**Labor Costs:** Labor is the third most expensive component in building a house, constituting an estimated 17 percent of the cost of building a single-family dwelling. The cost of union labor in the construction trades has increased steadily since April 1974. The cost of non-union labor, however, has not experienced such significant increases. Because of increased construction activity, the demand for skilled labor has increased so drastically that an increasing number of non-union employees are being hired in addition to unionized employees, thereby lessening labor costs.

**Financing:** While interest rates have fallen more than ten percent from their near 20 percent high in the early 1980s, they still have a substantial impact on housing costs which is felt by renters, purchasers and developers. Some mortgage financing is variable rate, which offers an initial lower interest rate than fixed financing. The ability of lending institutions to raise rates to adjust for inflation will cause many existing households to overextend themselves financially, as well as cause a return to a situation where high financing costs substantially constrain the housing market.

An additional obstacle for the first-time home buyer continues to be the 10-20 percent down payment required by lending institutions. For example, the median sales price of homes sold in Santa Fe Springs during the month of April 1990 was \$156,589. With a 10% down payment, the \$140,930 mortgage amortized over 30 years at an interest rate of 10.5 percent would result in monthly house payments of \$1,289. This level of payment eliminates Santa Fe Springs Very Low and Low income households from the for-sale housing market, although households at the upper end of the Moderate income range could afford the median priced home in the City.

Interest rates are determined by national policies and economic conditions, and there is little that local governments can do to affect these rates. Jurisdictions can, however, offer interest rate write-downs to extend home purchase opportunities to lower income households. In addition, government insured loan programs may be available to reduce mortgage down payment requirements.

Contact was made with one of the City's major lending institutions, Security Pacific Bank, to evaluate whether there are any underserved income groups in the community for new construction or rehabilitation loans. Under the Home Mortgage Disclosure Act (HMDA), lending institutions are required to disclose the number, amount, and location (by census tract) of mortgage and rehabilitation loans originated or purchased. Annual HMDA Reports for Security Pacific Bank were reviewed to evaluate whether residential financing is generally available in Santa Fe Springs residential census tracts, consisting of tracts 5023, 5027, and 5028. HMDA reports for the years 1987-1989 indicated both mortgage loans and home improvements loans were issued in each of these census tracts. While loan activity by Security Pacific was relatively low, this is likely a reflection of the built-out nature of Santa Fe Springs. In addition, due to the tax benefits of using a home equity loan for housing rehabilitation purposes rather than a home improvement loan, many households utilize equity loans to finance home improvements. Home equity loans are not currently tracked by the HMDA reports. The City offers a variety of low interest loans through its residential rehabilitation programs.

**Profit, Marketing, and Overhead:** Developer profits generally comprise 10 to 15 percent of the selling price of single-family homes and are slightly lower for condominiums. Rising marketing and overhead costs for developers have contributed to the rising costs of housing. Inflation has spurred much of the increase in marketing and overhead. Intense competition among developers has necessitated more advertising, more glamorous model homes and more expensive marketing strategies to attract buyers.

## Governmental Constraints

Housing affordability is affected by factors in both the private and public sectors. Actions by the City can have an impact on the price and availability of housing in the City. Land use controls, fees and site improvement requirements, building codes, and other local programs intended to improve the overall quality of housing may serve as a constraint to housing development.

**Land Use Controls:** Santa Fe Springs has developed as an industrial community with 9% of the City's land zoned for residential uses. Due to the predominant industrial character of the City, residential development has been concentrated in the western portion of the City. The City's residential neighborhoods consist of modest single-family homes at a density of about 5 units/acre. Multi-family dwellings are also accommodated at densities of up to 25 units/acre.

The City provides for the construction of second units on single family lots as well as the location of manufactured homes. Caretaker units are permitted in non-residential facilities provided residents are not exposed to adverse environmental conditions.

To encourage a creative approach to the development of land and improvements, and allow for flexibility in the density and mix of land uses, the City has established a "Planned Development" (PD) overlay zone. Properties designated with a PD overlay are permitted, subject to the approval of the Planning Commission, to be developed with uses other than those allowed in the underlying zone on up to 40% of the total project acreage. In addition to allowing for the integration of housing in traditionally non-residential areas, the PD overlay allows for increased residential densities above those permitted by zoning by not mandating an upper density limit. The City has utilized the PD overlay as a mechanism to further housing opportunities on appropriate sites in Santa Fe Springs, including apartments, townhomes, senior housing, and most recently, transitional housing. The majority of new housing development in Santa Fe Springs has occurred through the PD overlay.

The Santa Fe Springs Zoning Ordinance has established a residential parking requirement of 2 covered (garage or carport) spaces for single and multi-family dwelling units. Second units have a reduced parking requirement of one space per unit. The City requires landscaping along the front, side, and rear yard areas where they adjoin a dedicated street. Building setback requirements in the R-3 zone are as follows: 15 foot front yard, 5 foot side yard, and 5 foot rear yard. The permitted building height in the R-3 zone is 25 feet, with additional height permitted if setbacks are increased; for each additional 5 feet of front, side and rear yard setbacks, an increase of 10 feet in building height is permitted. Properties designated with a PD overlay are not subject to the traditional height and setback requirements of the underlying zone district, but are instead encouraged to cluster uses to provide greater contiguous open space.

**Fees and Improvements:** Various fees and assessments are charged by the City to cover cost of processing permits and providing services and facilities, such as utilities, schools and infrastructure. Almost all of these fees are assessed through a pro rata share system, based on the magnitude of the project's impact or the extent of the benefit which will be derived.

Santa Fe Springs is highly urbanized with most of its necessary infrastructure, such as streets, sewer and water facilities already in place. As such, the cost of land improvement is less than in undeveloped suburban or rural areas. Table 21 presents a list of application fees associated with development in the City. The City of South Pasadena conducted a comprehensive fee survey of jurisdictions throughout southern California. Review of this survey indicated fees in Santa Fe Springs were low in comparison to most cities in the region. Because of this and the fact that fees in the City fell short of paying for staff time pertaining to the involved activities, the City adopted a new fee schedule in 1988, reflected in Table 21. These fees more accurately reflect actual city costs, are comparable to surveyed jurisdictions, and are therefore not considered excessive.

Review of the City's street design requirements indicate standards which are in compliance with HUD guidelines. The City uses a standard 30 foot curb to curb width requirement within a 54 foot right-of-way for local residential streets. Collector streets are 36 feet curb-to-curb, within a 60 foot right-of-way.

**TABLE 21**  
**DEVELOPMENT RELATED PERMITS AND FEES**

<b>Department of Planning and Development</b>	
The following fees are collected in order to offset the cost of staff time to adequately review and process the request, and to present reports to the Planning Commission, Redevelopment Agency and City Council.	
APPLICATIONS	FEES
<b>General Plan Amendment</b>	\$1,000
<b>Zone Change</b>	1,000
<b>Zone Variance</b>	1,000
<b>Modification of Property Development Standards</b>	
Residential	\$ 25
All Others	500
<b>Conditional Use Permit</b>	
Principal Use	\$1,000
Incidental Use	500
Application Requiring a Public Hearing	500
Time Extension	500
<b>Development Plan Approval</b>	
Principal Use	\$1,000
Incidental Use	250
Building Addition over 1,000 sq.ft.	500
<b>Public Hearing</b>	
Planning Commission	\$ 500
Planning Commission and City Council	500
<b>Plan Checking</b>	
Tenant Improvements	\$50/unit
Landscape Plan Review	100
Site Plan Review	100
<b>Environmental Review</b>	
EIR Review (Initial Study)	\$ 300
Preparation of Negative Declaration	200
Environmental Impact Review	\$1,500 + cost
<b>Tentative Tract</b>	\$2,500 + \$100/lot
<b>Tentative Parcel Map</b>	\$2,500 + \$100/lot

Source: City of Santa Fe Springs Department of Planning and Development

Note: Development projects may require more than a single development application and incur fees for each type of application required.

**Building Codes and Enforcement:** The City of Santa Fe Springs has adopted the State Uniform Building Code (UBC) which establishes minimum construction standards as applied to all residential buildings. The City's building code is considered to be the minimum necessary to protect the public health, safety and welfare, and the local enforcement of this code does not unduly constrain the development of housing.

The City conducts sensitive enforcement of its residential codes by providing a minimum of three written notifications of code violations to property owners, allowing sufficient time for compliance, and by providing information on available rehabilitation assistance to code violators.

**Local Processing and Permit Procedures:** The City of Santa Fe Springs contracts with the County's Building and Safety Department for building permitting services. Average processing time for residential projects ranges from 4-6 weeks. Discretionary projects are required to go through the Planning Commission and/or the Redevelopment Agency for review. The Planning Commission meets regularly twice a month. If a project requires discretionary action, the Planning Commission will generally hear the project within 4-6 weeks. These review periods compare favorably with other Southern California jurisdictions.

### **Environmental and Infrastructure Constraints**

Like the entire Southern California region, the City of Santa Fe Springs is located within an area of high seismic activity. Strong groundshaking can be expected during major (6.0+) earthquakes from the San Andreas, Whittier, Norwalk and Newport-Inglewood Faults. The potential for strong groundshaking should be accommodated in building design, and is addressed in the City's Safety Element.

Santa Fe Springs is not subject to major slope erosion or landsliding. However, developments contemplated in areas of previous high water level should be designed to accommodate the potential loss of soil strength under moist conditions. Also, subsidence should be considered in the City's general planning. The dust, noise, odors and congestion generated by circulation routes and industrial operations within and adjacent to the City produce potential health hazards, and residential land uses should be protected from these irritants. Another related health risk involves the presence of hazardous materials and dangerous chemicals utilized in many of the City's industrial operations. New residential projects should be not be located near these sites, nor should they be situated downwind from any potentially hazardous substances. Also, trucks and railcars transporting those products should not travel near residential developments.

**Infrastructure Constraints:** The infrastructure of critical importance to the maintenance of existing and to the development of new housing includes water facilities, sewerage facilities, streets, sidewalks and curbs. The provision and maintenance of these facilities in a community enhances not only the character of the neighborhood but also serves as an incentive to homeowners to routinely maintain and keep up their homes. In the alternative, when these public improvements are left to deteriorate or they are over-extended in use, the neighborhoods in which they are located become neglected and usually show early signs of deterioration.

All of the City's existing residential land is developed. Infrastructure to accommodate these existing developments is already in place. Any expansion to the residential land inventory would have to take place in areas peripheral to existing residential neighborhoods. Such expansion, if it occurs, should be accompanied by adequate provision of infrastructural support.

## SECTION 6-- HOUSING OPPORTUNITIES

### Residential Development Potential

The City of Santa Fe Springs is a predominantly industrial community, with a relatively small residential community that is fully developed. While the City does contain vacant land in its commercial and industrial zones, the introduction of residential uses in many of these areas is inappropriate and may present potential health hazards due to a variety of environmental conditions. These environmental factors are related to hazardous materials storage and processing, background contamination, noxious odors, noise pollution, and truck and railroad traffic generated by the City's industrial land uses. These factors, which tend to preclude the use of land for residential purposes in much of Santa Fe Springs, must be considered in establishing where housing might be located in the City.

In order to facilitate the development of housing to address the City's share of regional housing needs, City staff has developed an inventory of sites suitable for future residential development. The City is frequently contacted by residential developers interested in building in Santa Fe Springs, and this site inventory will assist in identifying appropriate sites for housing. Sites were identified which are vacant, or only marginally developed, and which are somewhat isolated from adjacent industrial uses. The majority of these sites are situated adjacent to existing residential neighborhoods, providing for land use continuity. Nonetheless, due to the industrial character of the City, adequate buffering and screening of new residential projects will be necessary to ensure compatibility of land uses. In addition, soils testing will be necessary on all sites to be used for residential purposes to ensure any residual contamination from prior industrial uses is mitigated to meet residential standards.

Figure 3 delineates the location of those sites in the City identified as potentially suitable for residential development. The characteristics of each site are described in Table 22. A total of eleven sites have been identified, comprising approximately 54 acres. Three of these sites have recently been approved for housing, and will be developed within the time frame identified in the Housing Element. Site #3 consists of the Santa Fe Springs Shopping Center, an older shopping center situated on the City's main commercial thoroughfare, which will be upgraded and expanded to include, among other uses, 53 townhome units. In addition, the City granted a rezoning of Site #4 to allow for the creation of 35 units of transitional housing to be operated by the Salvation Army, providing affordable housing to very low income households. On both of these projects, the City waived certain development fees to facilitate development. A third housing project, shown as Site #10, was recently granted a General Plan Amendment and a change of zone to allow the development of the former railroad right-of-way with 24 attached townhomes. Based on the extremely narrow width of this right-of-way, additional densities could not realistically be achieved on this particular parcel.

Through use of the Planned Development (PD) Overlay, the City allows for the development of uses other than those allowed in the underlying zone on up to 40% of the total project acreage. The PD overlay thus allows for the integration of housing in traditionally non-residential areas, while providing for increased residential densities above those permitted by zoning by not mandating an upper density limit. The majority of recent residential development in Santa Fe Springs has occurred through the PD overlay.

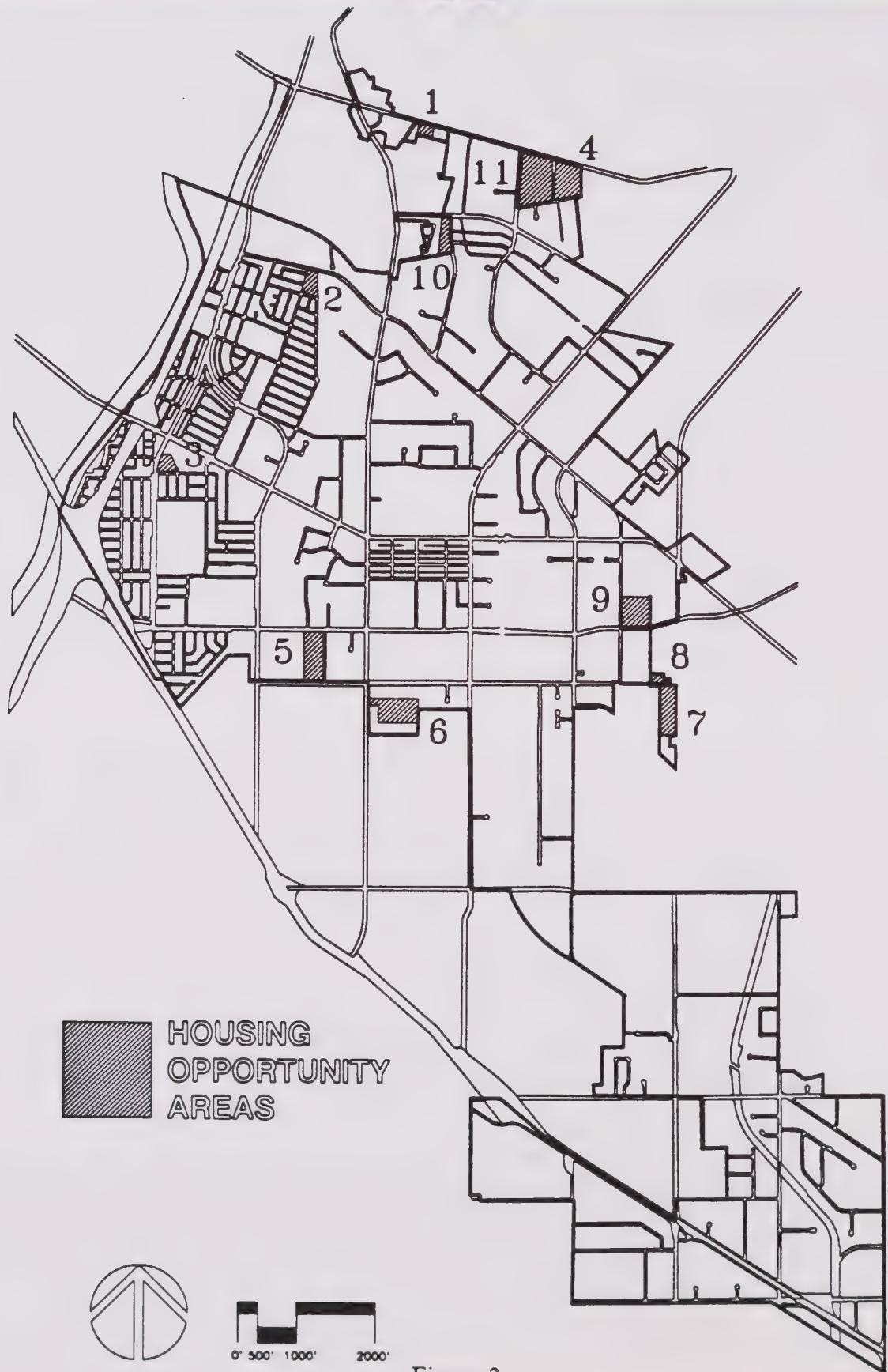


Figure 3  
HOUSING OPPORTUNITY AREAS

**TABLE 22**  
**POTENTIAL RESIDENTIAL SITES**

Site No.	Gross Acreage	Dwelling Unit Capacity (a) Family Senior	Land Use Status	Site Characteristics
1	2.39	35+      59+	Zoned C-4, owned by private party. Developed with 40,000 sq.ft. bowling alley, unused for many years.	Adjoins single family residential to south.
2	2	30+      50+	Zoned M-2, owned by Southern Pacific Railroad.	Located immediately adjacent to single-family neighborhood. Good street access. Would require extension of sound wall to buffer from adjacent rail line.
3	3.8 (to be used for housing)	53 (approved)	Zoned C-4-PD. Recently approved development of 53 townhomes, combined with upgrade of existing shopping center on site.	Located in the Santa Fe Springs Town Center. Good access, close to services.

(a) Densities on recent housing projects developed on non-residential land have averaged 14-16 du/ac in family housing projects, and 22-25 du/ac in senior housing projects. However, as part of the Housing Element program, the City shall encourage higher densities to facilities affordable housing. For purposes of calculating the dwelling unit capacity on these sites, family housing has been estimated at a minimum of 15 du/acre and senior housing at a minimum of 25 du/acre.

**TABLE 22**  
**POTENTIAL RESIDENTIAL SITES**  
**(Continued)**

Site No.	Gross Acreage	Dwelling Unit Capacity (a) Family Senior	Land Use Status	Site Characteristics
4	3.22	35 unit single-parent transitional housing (approved)	Existing building on site being adapted to accommodate apartment units.	Salvation Army to utilize existing buildings for administrative/ counseling offices, Hispanic ministry, and transitional housing.
5	4.4 (40% permitted for residential)	26+      44+	Zoned M-2-PD-residential conditionally permitted on up to 40% of acreage.	Located east of senior citizen townhomes and west of trailer park. Good street access.
6	12	180+      300+	Zoned M-2	Existing Drive-In Theatre on Flag Lot. Adjacent to State Hospital and near single family residential.
7	12	180+      300+	Surplus school site, zoned for public facilities.	Strong developer interest for residential, though School District currently unwilling to sell. Surrounded by residential uses.

**TABLE 22**  
**POTENTIAL RESIDENTIAL SITES**  
**(Continued)**

Site No.	Gross Acreage	Dwelling Unit Capacity (a) Family Senior		Land Use Status	Site Characteristics
8	3	45+	75+	Zoned A-1.	Surrounded by residential uses.
9	3 (40% permitted for residential)	8+	30+	Zoned C-4-PD-residential uses conditionally permitted on up to 40% of acreage.	Adjacent to Santa Fe Springs Mall. Good access off Carmenita Avenue.
10	2.2	24 (approved)		Zoned R-3-PD. Recently approved for development of 24 townhomes.	Abandoned railroad right-of-way adjacent a single family neighborhood.
11	6.2	93+	155+	Zoned M-2, owned by Southern California Edison. Unused industrial structures presently on site. City has option to purchase.	Located on Washington Blvd. adjacent to Salvation Army transitional housing facility and across the street from a single-family neighborhood.

In addition to sites #3, #4, and #10 described above which utilized the PD overlay to develop housing in non-residential areas, sites #5 and #9 are designated with a PD overlay and have been identified by staff as appropriate for housing. While development proposals for PD designated sites have in recent years averaged between 14-16 dwelling units per acre (du/acre) in family housing projects, and 22-25 du/acre in senior housing projects, as part of the Housing Element program, the City shall encourage higher density development as a mechanism to facilitate affordable housing. In addition, the City will continue to provide a variety of development incentives, including land write-downs, subsidized fees, and flexible development standards to encourage the development of housing in areas designated with a PD overlay.

Site #6 is an existing twelve acre drive-in theater. City staff has been in discussion with the property owner regarding redevelopment of the site with multi-family housing. An average density of 15 units/acre would yield 180 units, which will more than fulfill Santa Fe Springs' remaining regional share of 158 housing units (14 very low income, 63 low income, 80 upper income). The City will commit to rezoning the drive-in site to R-3-PD by mid-1993; the PD overlay will provide for residential densities above the 21 du/acre permitted by the underlying R-3 zoning. The Santa Fe Springs Redevelopment Agency will be prepared to provide unit subsidies (as necessary) to ensure housing developed on this site is affordable to at least 14 very low income and 63 low income households. The Santa Fe Springs Redevelopment Agency contributed \$2.6 million to the set-aside fund in 1992, and anticipates a similar contribution in 1993, providing a significant funding source for this and other affordable housing programs.

The remaining five sites identified as potentially suitable for residential development consist of a surplus school site, three vacant industrially zoned properties, and a commercial parcel developed with an abandoned bowling alley. While the City cannot anticipate at this time where developer interest for housing may occur, the City will support the development of housing on these sites as a means of expanding residential opportunities in the community.

## Energy Conservation

As residential energy costs continue to rise, increasing utility costs reduce the affordability of housing, thus aggravating the City's current shortage of affordable units. The City has many opportunities to directly affect energy use within its jurisdiction. In addition to required compliance with the Building Code and Title 24 of the California Administrative Code relating to energy conservation, the City sets forth goals and policies which encourage the conservation of non-renewable resources in concert with the use of alternative energy sources to increase energy self-sufficiency.

The City's Low Interest and Deferred Loan, Home Improvement Rebate, and free Home Repair Programs are available to homeowners for such improvements as insulating, weatherproofing and replacing windows and doors.

In large part, energy savings and utility bill reductions can be realized through the following energy design standards:

**Glazing** - Glazing on south facing exterior walls allows for winter sun rays to warm the structure. Avoidance of glass on the west side of the unit prevents afternoon sun rays from overheating the unit.

**Landscaping** - Strategically placed vegetation reduces the amount of direct sunlight on the windows. The incorporation of deciduous trees in landscaping along the southern area of units reduces summer sun rays, while allowing penetration of winter rays to warm the units.

**Building Design** - The implementation of roof overhangs above southerly facing windows shields the structure from solar rays during the summer months.

**Cooling/Heating Systems** - The use of attic ventilation systems reduces attic temperatures during summer months. Solar heating systems for swimming pool facilities save on energy costs. Natural gas is conserved with the use of flow restrictions on all hot water faucets and shower heads.

**Weatherization Techniques** - Weatherization techniques such as insulation, caulking, and weatherstripping can reduce energy use for air conditioning up to 55% and for heating as much as 40%. Weatherization measures seal a dwelling unit to guard against heat gain in the summer and to prevent heat loss in the winter.

**Efficient Use of Appliances** - Each household contains a different mixture of appliances. Regardless of the mix of appliances present, appliances can be used in ways which increase their energy efficiency. Unnecessary appliances can be eliminated, proper maintenance and use of the stove, oven, clothes dryer, clothes washer, dishwasher, and refrigerator can also reduce energy consumption. New appliance purchases of air conditioning units and refrigerators can be made on the basis of efficiency ratings. The State prepares a list of air-conditioning and refrigeration models and which detail the energy efficiency ratings of the product on the market.

**Efficient Use of Lighting** - Costs of lighting a home can be reduced through purchase of light bulbs which produce the most lumens per watt, avoidance of multi-bulb fixtures and use of long life bulbs and clock timers on security buildings.

**Load Management** - The time of day when power is used can be as important as how much power is used. Power plants must have enough generating capacity to meet the highest level of consumer demand for electricity. Peak demands for electricity occur on summer afternoons. Therefore, reducing use of appliances during these peak load hours can reduce the need for new power plants just to meet unusually high power demands.

## Southern California Edison Customer Assistance Programs

Southern California Edison (SCE) offers a variety of energy conservation services under Customer Assistance Programs (CAP). The 1989 budget allocated for these programs was approximately \$4.5 million. These services are designed to help low-income, senior citizens, permanently handicapped, and non-English speaking customers control their energy use. All CAP participants must meet the federally-established income guidelines. Unless otherwise indicated, all services are available free of charge. An overview of available services follows:

**No-cost Measures/Increased Rebates:** Based on Home Energy Survey recommendations, customers may be eligible to receive evaporative coolers, clock thermostats, and/or weatherization services.

- Measures are installed by licensed contractors who work under an agreement with SCE.
- Hardware installations are warranted for a minimum of one year on parts and labor.
  - Weatherization services are warranted for three years.
  - Installations are inspected prior to contractor payment.

**Relamping - Fluorescent Bulbs:** This program is designed to help customers lower the cost of meeting their basic lighting needs.

- Low energy, fluorescent bulbs are installed by County representatives.
- Each household may receive a maximum of four bulbs for indoor/outdoor (porch) use.

**Home Energy Survey:** The survey is designed to identify cost-effective measures for the home.

- Surveys are performed by CBOs.
- Customers receive personalized results.
- Customers whose survey results recommend the installation of certain measures will be referred to licensed private/public contractors.

**Energy Practices Survey (EPS):** Those who want to learn how various household behaviors affect their energy costs may complete a simple questionnaire that reveals ways to be more energy efficient. The EPS provides customers with no-cost/low-cost energy saving practices and offers a personalized prescription on how to use energy wisely and safely. The EPS is also available in several languages.

- EPS is offered in conjunction with the Home Energy Survey and Relamping services.
- Customers receive personalized results.

**Residential Utility Conservation Advisory Committee (RUCAC):** RUCAC is comprised of community leaders from various interest groups. RUCAC advises SCE regarding effective ways of communicating with special-needs customers.

- RUCAC is comprised of fifteen members.
- Members serve 18-month rotating terms and represent various constituencies throughout SCE's service territory.

**Targeted Outreach:** This is a program which presents a variety of efforts to increase customer awareness of energy efficiency in the home and promote utility-sponsored customer service programs.

- Media articles tailored to specific customer groups explain cost-effective ways to make their homes more efficient, outline no-cost/low-cost energy savings practices and publicize SCE's special programs.
- Direct mailers targeted to communities where a large percentage of customers have similar demographic characteristics.

**Multi-ethnic Pilot:** To improve SCE's multi-ethnic customer communications and good will, outreach workers from a CBO contact non-English speaking customers within their own communities.

- Workers distribute translated materials providing basic information on how to sign up for electric service, how to pay bills, how to use electrical appliances efficiently, and on available SCE programs.
- Targeted ethnic groups include Cambodian, Hispanic, and Vietnamese customers.

**Southern California Gas Company Community Involvement Program:** The Southern California Gas Company offers an energy conservation service known as the Community Involvement Program (CIP). This service provides weatherization for the homes or apartments of low-income families, provided they meet the federally-established income guidelines.

Southern California Gas contracts with various agencies to perform the installation of caulking, weatherstripping, and installation. These agencies provide their services to low-income families free of charge but are later reimbursed by the Gas company.

## SECTION 7-- HOUSING PLAN

Sections 2-6 establish the housing needs, opportunities and constraints in Santa Fe Springs. The Housing Plan presented in the following sets forth the City's quantified housing goals, policies and programs to address Santa Fe Springs' identified housing needs.

### Goals and Policies

This section of the Housing Element contains the goals and policies the City intends to implement to address a number of important housing-related issues. The following five major issue areas are addressed by the goals and policies of the Housing Element: 1) ensure that a broad range of housing types are provided to meet the needs of both existing and future residents; 2) ensure that housing is maintained and preserved; 3) provide increased opportunities for homeownership; 4) ensure housing is sensitive to environmental and social needs; and 5) promote equal housing opportunity.

### Maintenance and Preservation

A major emphasis of the Santa Fe Springs Housing Element is to preserve the City's existing housing stock, and to ensure that residences are well maintained. The City's residential Home Improvement Programs, combined with code enforcement efforts, have resulted in substantial improvements to the condition of the City's housing stock.

**GOAL 1.0: Maintain and enhance the quality of existing residential neighborhoods in Santa Fe Springs.**

- Policy 1.1:** Preserve the low-density character of the City's existing residential areas.
- Policy 1.2:** Continue existing rehabilitation and conservation programs which provide financial and technical assistance to lower income property owners/tenants to enable correction of housing deficiencies.
- Policy 1.3:** Continue to utilize the City's code enforcement program to bring substandard units into compliance with City codes and to improve overall housing conditions in Santa Fe Springs.
- Policy 1.4:** Minimize the undesirable displacement impacts occurring as a result of residential demolition and condominium conversion.
- Policy 1.5:** Promote increased awareness among property owners and residents of the importance of property maintenance to long-term housing quality.
- Policy 1.6:** Encourage compatible design of new residential units to minimize the impact of intensified re-use of residential land on existing residential development.
- Policy 1.7:** Educate property owners on the benefits of home repair and remodeling using design and materials consistent with the historic character of the residence.
- Policy 1.8:** Assist in alleviating unit overcrowding by permitting owners to add bedrooms, baths, and additional living areas in existing homes.

## Housing Opportunities

The City encourages the construction of new housing units that offer a wide range of housing types to ensure that an adequate supply is available to meet existing and future needs. Redevelopment Agency incentives have facilitated the development of several multi-family housing projects in the City. The provision of a balanced inventory of housing in terms of unit type (e.g. single-family, multiple-family, etc.), cost, and style will allow the City to fulfill a variety of housing needs.

**GOAL 2.0:** Promote the continued availability of a range in unit types and sizes regardless of income, race or ethnic background.

**Policy 2.1:** Provide adequate sites to facilitate the development of a range of residential development types in Santa Fe Springs which fulfill regional housing needs, including low density single-family uses, moderate density townhomes, and higher density apartments and condominiums.

**Policy 2.2:** Encourage the production of housing in Santa Fe Springs through offering density bonus and other financial incentives, with particular emphasis on housing affordable to lower income households, as well as on the needs of the handicapped, the elderly, large families, female-headed households, and the homeless.

**Policy 2.3:** Continue to provide for flexibility in the density and mix of land uses through the Planned Development overlay, and encourage the development of higher density, affordable housing in this zone.

**Policy 2.4:** Assist residential developers in identifying and preparing land suitable for new housing development. Maintain an up-to-date inventory of suitable residential sites.

**Policy 2.5:** Avoid the concentration of housing for low income families in specific areas of the City, and encourage an appropriate mix of housing types.

**Policy 2.6:** Encourage the development of residential units which are accessible to handicapped persons or are adaptable for conversion to residential use by handicapped persons.

**Policy 2.7:** Locate higher density residential development in close proximity to community commercial facilities, public transportation, services and recreation. Such housing should be designed in accordance with planned development regulations to ensure compatibility with surrounding developments.

**Policy 2.8:** Coordinate with local social service providers to address the needs of the City's homeless population. Continue to encourage the development of transitional and emergency housing in areas with a Planned Development (PD) overlay through flexibility in development standards.

**Policy 2.9:** Periodically review the Land Use Element to determine if, in light of changing conditions, there are additional areas which could be appropriately used for housing.

**Policy 2.10:** Continue to offer neighborhood housing counseling services through the Santa Fe Springs Center for Social Services on matters such as review of leases, fair housing, and landlord-tenant disputes.

## **Home Ownership**

The option of home ownership has become a privilege in Southern California which is often not available to low income households or potential first time home buyers. While for-sale housing prices are relatively affordable in Santa Fe Springs in comparison with the region, the lower incomes of existing City residents preclude the option of home ownership for many residents. The City administers a Home Acquisition and Rehabilitation Program (HARP) in which repossessed homes are repaired/rehabilitated and sold to low and moderate income families at subsidized rates. The City will continue to facilitate the creation of affordable home ownership opportunities in its jurisdiction.

### **GOAL 3.0: Provide increased opportunities for home ownership.**

**Policy 3.1:** Assist in the development of affordable housing ownership for moderate, and where feasible, low income residents.

**Policy 3.2:** To the extent funding is available, provide favorable home purchasing options to low- and moderate-income households, such as interest rate write-downs, down payment assistance, mortgage credits, and mortgage revenue bond financing.

**Policy 3.3:** Encourage alternative forms of home ownership, such as shared equity ownership and limited equity cooperatives.

## **Environmental Sensitivity**

As a highly urbanized environment, varying land uses in Santa Fe Springs are developed in close proximity of one another. It is an on-going concern in the City to ensure that residential growth is sensitive to the existing environmental setting. Development will be accommodated which is coordinated with available community resources and infrastructure, and which is designed to minimize impacts on the built and natural environment.

### **GOAL 4.0: Ensure that new housing is sensitive to the existing natural and built environment.**

**Policy 4.1:** Ensure that infill development is compatible in character and design with existing residential neighborhoods.

**Policy 4.2:** Regularly examine new concepts of housing design, residential construction methods and materials, and upgrade the City's residential building standards as appropriate.

**Policy 4.3:** Protect residential neighborhoods from excessive noise and traffic and from incompatible land uses.

**Policy 4.4:** Accommodate new residential development which is coordinated with the provision of infrastructure and public services, and ensure that facilities and services are provided at a level which contributes to the maintenance of neighborhood quality.

**Policy 4.5:** Encourage the use of energy conservation devices and passive design concepts which make use of the natural climate to increase energy efficiency and reduce housing costs.

**Policy 4.6:** Critically analyze the location of any proposed new housing in order to determine the ability of the surrounding area to provide a good living environment, to ensure compatible surrounding land uses, and to meet circulation and service system requirements.

### Evaluation of Accomplishments under Adopted Housing Element

State Housing Element law requires communities to assess the achievements under adopted housing programs as part of the five year update to their housing elements. These results should be quantified where possible (e.g., rehabilitation results), but may be qualitative where necessary (e.g., mitigation of governmental constraints). These results then need to be compared with what was projected or planned in the earlier element. Where significant shortfalls exist between what was planned and what was achieved, the reasons for such differences must be discussed.

The Santa Fe Springs 1984 Housing Element contains a series of housing programs with related quantified objectives. The following section reviews the appropriateness of these programs, the effectiveness of the element, and the progress in implementation.

#### Housing Conservation

A major emphasis of the City's 1984 Housing Element was to maintain the quality of existing residential neighborhoods, and to seek new ways to assist those unable to afford decent housing. There are two specific program actions the City has since implemented to conserve unit affordability: the Home Acquisition and Rehabilitation Program, and the Rental Assistance Program.

The intent of the Home Acquisition and Rehabilitation Program was for the City to purchase and rehabilitate single family homes, for ultimate sale to low and moderate income households. As this was a pilot program under the 1984 Housing Element, the Element's planned objective was to rehabilitate two units, then to evaluate the program's success. If the Program remained funded, it was expected that ten homes could be assisted. During the six years the program has now been in operation, a total of 12 homes have been rehabilitated and resold, with an additional nine homes currently in the process of being assisted. The Home Acquisition and Rehabilitation Program has proved successful in Santa Fe Springs, and provides an effective mechanism for offering affordable homeownership opportunities to low and moderate income households.

The second program the City has implemented to conserve unit affordability is the Section 8 Rental Assistance Program. The City continues to operate its own Housing Authority, as well as continuing participation with the Los Angeles County Housing Authority. As a result, existing resident households continue to benefit from the housing assistance provided pursuant to the Section 8 Program. The City's 1984 Housing Element identifies an assistance goal of providing rental subsidies to 30 families by June 1984, and increasing assistance to 45 families

by September 1984. The City has achieved this goal, with 45 families currently receiving rent certificates through the Section 8 Program. The County Housing Authority has an authorization of 24 rent certificates for Santa Fe Springs, only five of which were utilized in 1984. Twenty-two of these certificates are currently being utilized in the City, demonstrating a more efficient use of available resources.

These two planned actions pertaining to housing conservation - housing acquisition and rental assistance - remain appropriate for the updated Housing Element, and have been incorporated into the updated Housing Plan. Given the scarcity of land suitable for the development of new affordable housing in Santa Fe Springs, it is all the more crucial to conserve the affordability of the City's existing housing stock.

## Housing Rehabilitation

In addition to conservation of the existing affordable housing stock, the City's 1984 Housing Element places strong emphasis on housing rehabilitation. As much of the City's housing was constructed during the 1950s and is now over 30 years old, the effects of both deterioration and obsolescence could lead to a large portion of this housing stock becoming substandard at some point in the future. The City's 1984 Housing Element sets forth a variety of housing rehabilitation programs and ambitious program goals to avoid such decline from occurring in Santa Fe Springs' neighborhoods.

The City has implemented the Good Neighbor Program, an aggressive package of housing rehabilitation programs. These combined programs have achieved the rehabilitation of over 1,300 units in the past five years. Rehabilitation efforts were achieved through use of City redevelopment monies, and to a lesser extent, Community Development Block Grant funds. These programs include low interest home improvement loans, deferred rehabilitation loans, home improvement rebates and a free home repair program. In addition, the Home Acquisition and Rehabilitation Program, previously discussed under Housing Conservation, has resulted in the rehabilitation of 18 single-family homes.

Implementation progress well exceeded planned objectives under the residential Rebate Program, with approximately 1,100 rebates issued since 1984, compared with a goal of achieving 900 rebates. Since inception of the City's low interest Rehabilitation Loan Program in 1979, a total of 163 loans (low interest and deferred) have been issued during this ten year period - the five year goal for the 1984 Housing Element was for 125 loans. While it would appear the City fell short of their 5 year housing goal, the City's housing staff indicate that applications for rehabilitation loans have slowed as the stock of housing in need of extensive rehabilitation improvements decreases, and household repairs can be covered under the free Home Repair or Rebate programs. Financial market and unemployment trends also affect the number of loan applications. The City extensively markets all their residential rehabilitation programs including advertisements in the bimonthly City newsletter, periodic City-wide mailings, and advertisements on an electronic reader board located at the entrance to one of the City's major shopping centers.

Inclusion of rehabilitation programs in the updated Housing Element is appropriate to ensure the continued maintenance of the City's housing stock. As the most popular and successful of the City's rehabilitation programs is the residential rebate, program goals will be highest for this program, though the City will continue to provide funds and actively market all its rehabilitation programs.

## Housing Construction

Due to the City's industrial character, it has been the City's policy to buffer residential uses from industry to ensure compatibility. As the City's residential neighborhoods are fully developed, much of the City's recent residential development has been accommodated through the rezoning of commercial, industrial and public properties located on the periphery of existing neighborhoods for multi-family housing. Over 300 multi-family units have been constructed in the City since adoption of the 1984 Housing Element. In 1987, the City assisted in the development of 288 units of senior citizen housing through the purchase of a surplus school site and an offer of a land write-down to the project developer. The Salvation Army subsequently developed a 28 unit lower income senior housing project adjacent to this project.

During the past five years (January 1985 to January 1990), Santa Fe Springs has had a net increase in 367 housing units, according to the Department of Finance. While the 1984-1989 SCAG Regional Housing Allocation Model identified a regional growth need of 473 units for the City, the City recognized in their Housing Element the inability to fulfill this need, and identified a more realistic housing goal of 395 dwelling units. With a net increase of 367 units, the City achieved 93% of its stated housing construction goal.

## Program Descriptions and Objectives

The City currently administers a variety of housing assistance programs, the majority of which are aimed at assisting low and moderate income residents of Santa Fe Springs. Approximately \$800,000 - \$900,000 of City redevelopment and Community Development Block Grant (CDBG) monies are spent on housing programs on an annual basis.

The Property Maintenance, Loan, Rebate, Rental Inspection, and Home Repair Programs, by providing assistance to low income homeowners and tenants, help to maintain and improve the condition of the existing housing stock. The Home Acquisition and Rehabilitation Program not only provides for unit upgrading, but also offers home ownership opportunities to households who could otherwise not afford the option of home purchase.

The Section 8 Rental Assistance Programs, administered by the County of Los Angeles, are designed to provide affordable housing opportunities to low income renters. These programs help to reduce overcrowding by facilitating the formation of households which would otherwise not be possible.

The City will also implement a new program to provide adequate sites for housing to fulfill the City's share of regional housing needs.

The following contains a listing and description of housing programs to be implemented under the Housing Element. The information includes the agency responsible for implementation, a five year projection of program objectives, the source of funding, and other program information.

### 1. Low-Interest Rehabilitation Loans

**Agency Responsible for Implementation:** City of Santa Fe Springs, administered through the Department of Planning and Development.

**Program Description:** Provides below-market interest rate loans of up to \$15,000 at 3%, 5.5% and 7% to low and moderate income owner-occupants; increased loan amounts are available with Planning Director approval. The lower the family income, the lower the interest rate on the loan. Loans are made for housing conservation and rehabilitation as well as for increasing interior living space for lower income families living in overcrowded conditions. All code violations must be corrected before other improvements are made and all improvements must be done by a licensed contractor. Both interior and exterior improvements are eligible, with the exception of "luxury" items such as swimming pools, carpeting, television antennas, etc.

<u>Loan Interest Rate</u>	<u>Maximum Income</u>
3%	May not exceed 80% of area median
5.5%	May not exceed 100% of area median
7%	May not exceed 120% of area median

**Source of Funding:** City Redevelopment funds.

**Five-Year Program Objective:** Approximately 20 loans, depending on resident interest.

## **2. Deferred Rehabilitation Loans**

**Agency Responsible for Implementation:** City of Santa Fe Springs, administered through the Department of Planning and Development.

**Program Description:** Deferred loans are available for homeowners whose income is too low to afford even minimum payments under the Low Interest Loan Program, but whose need is sufficient to warrant the City authorizing such a loan. Payment of the loan is deferred until the property is sold or is passed by inheritance to the next of kin (except spouse). The loans are made for housing conservation and rehabilitation. Like the Low Interest Loan Program, all code violations must be corrected before other improvements are made, and all improvements must be done by a licensed contractor.

**Eligible Recipients:** Owner occupants of single family homes whose income does not exceed 80% of area median. Applicant must have been turned down by bank for regular 3% loan. City's Loan Review Committee will then review the application to determine whether loan is warranted.

**Source of Funding:** City Redevelopment funds.

**Five-Year Program Objective:** Approximately 5 loans, dependent on household need.

## **3. Home Improvement Rebate Program**

**Agency Responsible for Implementation:** City of Santa Fe Springs, administered through the Department of Planning and Development.

**Program Description:** Cash rebates from 20% to 50% are available to homeowners who make eligible improvements to their property. A sliding scale is used so that the lower the family income, the higher the rebate. A rebate may be claimed on up to \$5,000 worth of eligible home improvements in any 12 month period. Applicants may reapply for additional rebates every 12 months. All improvements must be done by a licensed contractor.

**Eligible Recipients:** Owner occupants of single family homes doing eligible improvements who meet the following income limits:

<u>Rebate</u>	<u>Maximum Income</u>
50%	May not exceed 50% of area median
40%	May not exceed 80% of area median
30%	May not exceed 100% of area median
20%	No income restrictions.

**Source of Funding:** City Redevelopment funds.

**Five-Year Program Objective:** Approximately 900 rebates.

#### **4. Home Repair Program**

**Agency Responsible for Implementation:** City of Santa Fe Springs, administered through the Department of Planning and Development.

**Program Description:** Free home repair services are provided to low income homeowners. Typical services provided include repair and replacement of plumbing and electrical fixtures, wiring, windows, and screens. Additionally, interior and exterior patching and painting and minor carpentry work is provided. Since 1980, a total of 378 low income homeowners have been assisted through the Home Repair Program.

**Eligible Recipients:** Owner-occupants of single family homes whose income does not exceed 50% of the area median.

**Source of Funding:** Urban Counties Community Development Block Grant (CDBG) Program administered through the County of Los Angeles, and the Santa Fe Springs Redevelopment Agency. Annual CDBG funding is granted on an entitlement basis.

**Five-Year Program Objective:** Continue to provide free home repair services to eligible households on an as-needed basis. Based on previous performance, the program expects to provide free home repair services to 150 low income homeowners over the next five years.

#### **5. Home Acquisition and Rehabilitation Program**

**Agency Responsible for Implementation:** The City of Santa Fe Springs, administered through the Department of Planning and Development.

**Program Description:** The program is designed to locate houses that have been in foreclosure, then purchase, rehabilitate, and sell them to low and moderate income families. A home which has been rehabilitated and occupied under this program may not be placed on the market for a minimum of ten years. In the event that one of these homes is for sale during this ten year period, the City has the first option for purchase.

**Eligible Recipients:** Eligible recipients must have been renters in Santa Fe Springs for at least six months. Income guidelines include those families with incomes which do not exceed 120% of the area median.

**Source of Funding:** City Redevelopment funds.

**Five-Year Program Objective:** The City has completed the rehabilitation and sale of 18 homes during the six years the program has been in place, and is in the process of rehabilitating seven additional homes. Due to high cost of acquiring homes, this program is being scaled back. If and when additional houses become available, their purchase will be considered by the City Council on a case-by-case basis.

## **6. Home Demolition and New Construction Program**

**Agency Responsible for Implementation:** The City of Santa Fe Springs, administered through the Department of Planning and Development.

**Program Description:** Under this program, single-family homes that are substandard and beyond rehabilitation are acquired by the City, demolished, and replaced by new homes. The substandard units may be structurally capable of being rehabilitated, but the cost of rehabilitation is so great that more benefit is achieved by demolishing the homes and building new ones.

**Eligible Recipients:** Eligible recipients are those who have been renters in Santa Fe Springs for at least six months. Income guidelines restrict eligibility to those families with incomes not exceeding 120% of the area median income.

**Source of Funding:** City Redevelopment funds.

**Five-Year Program Objective:** The Housing Condition Survey conducted in preparation of this Housing Element revision identified 12 substandard single-family homes in the City. These homes will be considered for acquisition under this program. Given the assumption that additional homes will become substandard over time, the program goal is to acquire, demolish, and build three new homes per year, equal to 15 homes in five years.

## **7. Property Maintenance Program**

**Agency Responsible for Implementation:** City of Santa Fe Springs, administered through the Department of Planning and Development.

**Program Description:** In November of 1979 the City Council adopted a Property Maintenance Ordinance setting minimum standards for exterior property maintenance. The Ordinance applies equally in all areas of the City, including residential, commercial, and industrial. Those property owners whose property does not meet the minimum requirements of the Ordinance are notified in writing by the Property Maintenance Inspector and given a reasonable period of time

to achieve compliance. In the event of non-compliance, the City follows up with at least two additional letters requesting compliance. Code violators are provided information regarding available rehabilitation programs to assist the property owner in completing home repairs.

Within the residential area, a survey is conducted of every house in the City by the Property Maintenance Inspector at least once each year. This annual survey is used both as a basis for enforcing the Property Maintenance Ordinance and for directing housing program outreach activities to those homes in poor condition. Over the past five years the program has achieved compliance with the Maintenance Ordinance on a total of 1,685 residential, commercial, and industrial properties.

**Five-Year Program Objective:** Five hundred to 750 properties brought into compliance with the Property Maintenance Ordinance. Continue sensitive enforcement of ordinance by allowing adequate time for compliance, and by providing information on available rehabilitation assistance to code violators.

## 8. Residential Rental Inspection Program

**Agency Responsible for Implementation:** City of Santa Fe Springs, administered through the Department of Planning and Development.

**Program Description:** This program was initiated in July 1990 with the purpose of ensuring a high level of maintenance among the approximately 1,400 rental units throughout the City. Under the program, the City is required to inspect rental property on an annual basis as well as prior to re-occupancy should a change in tenants occur.

**Source of Funding:** Funding for the program will come directly from property owner fees.

**Five-Year Program Objective:** The number of rental units inspected is highly dependent on tenant turnover rates in Santa Fe Springs, as well as any changes in the number of rental units comprising the City's housing stock. Since program initiation in July 1990, approximately 487 rental units have been inspected and brought into compliance with the Uniform Building Code and other State and local codes relating to zoning, health and safety, and property maintenance.

It is anticipated that all rental units in the City will be inspected at least once during the first two years of the five-year Program Objective period. Thereafter, every unit will be inspected annually, or when the unit becomes available for new tenants.

## 9. Santa Fe Springs Rental Assistance Program (Section 8 - Existing)

**Agency Responsible for Implementation:** City of Santa Fe Springs Housing Authority, administered through the Los Angeles County Housing Authority.

**Program Description:** This program provides rental assistance to lower income families and senior citizens. Tenants contribute 30% of their monthly income towards rent; the Housing Authority pays the landlord the difference between that amount and the actual rent being charged. Tenants may live in any house or apartment in Santa Fe Springs, provided the unit meets Federal Housing Quality Standards and rent limits do not exceed limits set by the Federal government.

The City of Santa Fe Springs applied for and received 45 Section 8 certificates in 1983, and recently received 50 additional Senior Citizen rent certificates.

**Eligible Recipients:** Families, or single persons who are 62 years or older, handicapped, or disabled whose incomes do not exceed 80% of the area's median income.

**Source of Funding:** Federal Section 8 funds are used to pay for the rental subsidies and for a portion of the administrative costs.

**Five-Year Program Objective:** Continued funding to 95 households, with additional rental assistance provided as funding becomes available.

## **10. Los Angeles County Rental Assistance Program (Section 8-Existing)**

**Agency Responsible for Implementation:** Los Angeles County Housing Authority.

**Program Description:** This program provides rental assistance to lower income families. Tenants contribute 30% of their monthly income towards rent; the Section 8 program pays the rest. Tenants may live in any house or apartment, provided it meets minimum HUD standards and rent is within acceptable limits. Once the tenant finds suitable housing and a participating landlord, the tenant, landlord, and the Los Angeles County Housing Authority enter into a three-way agreement. Eligible applicants apply to and receive a Certificate of Eligibility from the Los Angeles County Housing Authority.

**Source of Funding:** Federal Section 8 funds, allocated to the Los Angeles County Housing Authority for use in a wide range of cities, including Santa Fe Springs.

**Five-Year Program Objective:** Continued funding to 22 households, with additional rental assistance provided as funding becomes available.

**Additional Program Note:** In addition to the Section 8 allocation available for administration directly by the County and City, 241 "set-aside" units of Section 8 assistance have been allocated to an apartment development in the City's Flood Ranch Redevelopment Project, originally built under the HUD Section 236 Program. The City will continue to assist the owners of the development in maintaining this level of set-aside allocation and in securing additional units.

## **11. Provision of Adequate Sites and Incentives for Housing Development**

**Agency Responsible for Implementation:** City of Santa Fe Springs, administered through the Department of Planning and Development.

**Program Description:** As part of this Housing Element update, an inventory of sites suitable for future residential development was compiled by City staff (refer to Table 22). The City will continue to update this inventory and provide copies to prospective residential developers.

Half of the eleven sites identified either have housing projects currently being developed, or are designated with appropriate zoning to accommodate housing. However, the remaining six sites will require a zone change, most likely with a Planned Development overlay, to be developed with housing. Based on developer interest, the City's first priority will be to rezone the 12-acre drive-in theater site to R-3-PD to fulfill its remaining share of regional housing needs, identified as 158 dwelling units (14 very low income, 63 low income, 80 upper income). The PD overlay

will allow for residential densities above the 21 du/acre permitted by the underlying R-3 zoning. The Santa Fe Springs Redevelopment Agency will be prepared to provide unit subsidies as necessary to ensure housing developed on this site is affordable to at least 14 very low income and 63 low income households. The Santa Fe Springs Redevelopment Agency contributed \$2.6 million to the set-aside fund in 1992, and anticipates a similar contribution in 1993, providing a significant funding source for this and other affordable housing programs.

In order to encourage the development of housing on the drive-in and other target housing sites, the City will continue to offer the following types of incentives:

- Land assemblage and write-down
- Subsidized on- and off-site improvements
- Subsidy of City development fees
- Flexibility in development standards (e.g. setback and height requirements, parking, etc.).

In order to provide greater affordability in new housing development, the City shall encourage the development of higher density housing (minimum 25 units per acre) where site configurations permit. The City will also encourage a mix of housing types be developed to address special needs groups in Santa Fe Springs, and particularly housing for large families and female-headed households.

**Source of Funding:** City Budget and Redevelopment set-aside funds.

**Five-Year Program Objective:** The objectives of this program are the following:

- Rezone the drive-in theater site to R-3-PD to provide at least 158 dwelling units. Utilize redevelopment set-aside to ensure at least 14 units are affordable to very low income, and 63 units affordable to low income.
- Support the development of high density housing on other identified target housing sites.
- Provide governmental and financial incentives to facilitate housing development.
- Encourage a mix of dwelling unit types, particularly to address the needs of large families and female-headed households.

## **12. Fair Housing Program**

**Agency Responsible for Implementation:** City of Santa Fe Springs, administered through the Neighborhood Center for Social Services.

**Program Description:** A variety of housing-related services are offered through the City of Santa Fe Springs Neighborhood Center for Social Services, including a free legal counseling service provided by volunteer lawyers. Legal counseling on housing matters is provided, including review of leases, fair housing matters, and landlord-tenant disputes. The population served is generally lower-income and many are renters. The Neighborhood Center indicates

they receive an average of 900 resident inquiries annually. In addition to the general housing counseling, as part of the senior citizen wing of the Neighborhood Center, legal counseling services are provided to seniors through the County-sponsored Betzedeck program. Where necessary, fair housing cases are referred to the Long Beach Fair Housing Foundation.

The City promotes its fair housing program through advertisements in the City newsletter which is mailed to every household in Santa Fe Springs, and through program brochures which are placed at key locales throughout the community.

**Source of Funding:** Facility provided by the City; personnel provided by volunteer lawyers.

**Five-Year Program Objective:** Maintain program at level meeting demand.

### **13. Social Service Programs for Special Needs Groups**

**Agency Responsible for Implementation:** City of Santa Fe Springs, administered through the Santa Fe Springs Neighborhood Center for Social Services

**Program Description:** In addition to fair housing services, a variety of social service programs are offered through the Neighborhood Center which assist special needs groups including the elderly, low income families and female-headed households. Programs offered include the following:

- Nutrition Program - The Neighborhood Center serves as a County Nutrition site where hot lunches are provided to approximately 367 seniors monthly. The City is in the process of initiating its own City-funded senior citizen nutrition program to serve an additional 50 low income seniors.
- Adult Day Care - Trained volunteers visit homebound seniors, as well as provide transport to and from the senior center where a variety of activities are available including arts and crafts, live music, field trips, etc.
- Transportation Services - An average of 175 low income seniors are provided with transportation services by the City on a monthly basis.
- Food pantry and food vouchers for low income households
- Children Services Program - Morning and afternoon daycare is subsidized based on a sliding income scale. Preschool is also provided at \$65 weekly. A community psychologist works with children in the childcare program, as well as providing outreach for anti-gang activity. An on-site dental program is provided for children up to 18 years of age.
- Employment Services - Information and referral, and combined job training.
- Housing Referral - The Neighborhood Center Program Coordinator maintains contact with the managers of the several assisted housing projects in Santa Fe Springs, and assists needy families and individuals with housing. If necessary, applicants are referred to the County Housing Authority for placement on the Section 8 waiting list for rental assistance.



- Emergency Shelter Referral - Referrals are made to the Salvation Army and other local shelters for emergency overnight accommodations. In emergency situations, the City may provide a voucher for overnight shelter in a local motel.
- Community Psychologist - A licensed psychologist is available to City residents for crisis intervention involving family or domestic counseling, and teen counseling and diversion programs for high risk youth.

The Social Service Advisory Committee oversees non-senior Neighborhood Center programs, and the Senior Citizen Advisory Committee oversees all senior citizen programs. These two advisory committees conduct monthly meetings and make recommendations to the City Council regarding new or expanded programs, funding levels, etc. Through the support of the Senior Citizen Advisory Committee, a second City-funded senior center is being opened on Florence Avenue to provide greater accessibility to seniors who reside in the southern portion of the City.

**Source of Funding:** City of Santa Fe Springs General Fund; County funded nutrition program and Betzeck legal services; United Way; Salvation Army; and other miscellaneous funding sources.

**Five-Year Program Objectives:** Maintain a pro-active social service program and augment with additional programs, including a second senior citizen center, as determined as appropriate by the Social Service and Senior Citizen Advisory Committees.



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# OPEN SPACE/CONSERVATION ELEMENT





# OPEN SPACE/CONSERVATION ELEMENT

## INTRODUCTION

Since it's inception, the City of Santa Fe Springs has made a conscious, committed effort to preserve, maintain and conserve its natural resources and open space. As such, this element and its intent are of the utmost importance to the City. Additionally, while the issues pertaining to open space, conservation and recreation are all inter-related, they will be discussed separately in this element.

## PURPOSE OF THE OPEN SPACE ELEMENT

The State of California Government Code requires every City General Plan to have an Open Space Element (Section 65302 {e}). The required components include policies and goals which serve to protect and maintain California's natural open space land. In addition, this element must include an inventory of both public and private open space lands.

The Open Space Element, as an element of the General Plan for the City of Santa Fe Springs, has two fundamental characteristics. First, it must include goals for long-range planning. The element must set forth a generalized framework for future planning and development of open space. The second characteristic of the Open Space Element is that it be directed towards the preservation and management of the open space areas that presently exist. This element should also work in concert with the other elements of this General Plan so that a sound philosophy towards future development can be easily surmised. Specifically, this element relates directly to the Land Use Element, the Housing Element, the Circulation Element, and the Safety Element. These elements, taken together, are intended to protect and properly manage the City's living environment and provide protection and management of open space areas within the City of Santa Fe Springs.

Land devoted to open space may be placed in two categories: private open space land and public open space land. Privately owned open space refers to a wide variety of uses that include private yards in single-family developments, shared open space in condominium or apartment developments, and landscaped areas associated with commercial or other nonresidential developments. They may also include privately owned parks and golf courses. Though its use is restricted, the private yards and landscaped areas on private property comprise a substantial portion of the City's open space.

Public open space is that land which is owned and/or operated by a public or quasi-public agency and has been specifically designated as open space. City parks, joint use school grounds, and public use recreational facilities are examples of this type of open space.

There are four components, as defined by the State of California Government Code, that comprise open space which the State is specifically interested in protecting:

1. Open space for the preservation of natural resources such as plant and animal life, streams, and watersheds;

2. Open space for the managed production of resources such as forests, agricultural land of economic importance for the production of food or fiber, mineral deposits, and water areas for commercial fishing;
3. Open space for public health and safety such as flood plains areas, areas of high fire risk, and areas needed for the protection of water quality; and
4. Open space for outdoor recreation, including park areas of outstanding scenic, historic or cultural value, and access to beaches, lakes, and rivers.

Open space can have many functions within the urban environment that have a direct effect on the quality of life of those who live and work within this environment. As such, open space, either existing or proposed, should be specifically designed and developed to make positive contributions to the people living and working in Santa Fe Springs and the surrounding cities by providing a more enjoyable community environment, heightening the sense of community identity, achieving multiple uses of the land, shaping urban development, and preserving land values.

The City of Santa Fe Springs was primarily an agriculturally oriented community until the early 1900's and became a largely oil producing area in the 1920's. Population growth and construction in the 1950's has left little land in its natural state. Since the late 1950's the residential and the industrial/commercial growth has engulfed a large percentage of the City's open space. The residential population is now approximately 16,500 and, according to recent Chamber of Commerce economic surveys, the commercial and industrial population totals over 80,000 employees.

The City has over 260 acres of undeveloped land (approximately six percent of the City's total land area) which is a relatively high percentage compared to other cities in the Southern California basin. The majority of this property is located in oil fields which are either currently operating or abandoned, or associated with oil refinery related activities. Because of this, the property will be in need of some form of remediation prior to its development, as discussed in the Special Study Area section of the Land Use Element.

## **RELATED PLANS AND PROGRAMS**

There exist a number of related programs and plans that directly influence and guide the aims and objectives of this element. These plans and programs were enacted through federal, state and local legislation and are administered by agencies or special districts that have been granted powers to enforce the subject laws.

### **Federal Laws**

The Antiquities Act allows for the public proclamation of historic landmarks, historic and prehistoric structures, and other objects of historic or scientific interest that are situated on land owned or controlled by the Government of the United States. It also authorizes government agencies to accept the relinquishment of privately owned lands for the same purposes.

The National Historic Preservation Act of 1966 is based on the concept that the spirit and the direction of the Nation are founded upon and reflected in its historic heritage and that the historical and cultural foundations of the nation should be preserved as a living part of our community life and development in order to give a sense of orientation to the American people. Finding that the preservation of irreplaceable heritage is in the public interest so that its vital legacy of cultural, educational, aesthetic, inspirational, and economic benefits could be maintained and enriched for future generations of Americans, this act was passed enabling the Federal government to accelerate its historic preservation programs and activities. It gives maximum encouragement to agencies and individuals undertaking preservation by private means and assists state and local governments, through the National Trust for Historic Preservation, in the expansion and acceleration of their historic preservation programs and activities.

## **State Laws**

The Quimby Act is a means for cities to acquire lands for parks. Once adopted by ordinance, it requires developers to dedicate park land as part of a development agreement, or to pay a fee in lieu thereof, or a combination of both. The amount of land dedicated and/or the fee is based on a percentage of the total development, and the acceptance of this agreement can act as a condition of approval of the development.

The California Land Conservation Act, also known as the Williamson Act, allow cities to offer contracts to landowners for the purpose of protecting certain lands from premature conversion to other uses. Owners of qualified land who contract with the city agree to preserve their land for at least ten years. In return, the city agrees to assess the property at its undeveloped value rather than its market value.

The State Department of Parks and Recreation administers federal and state grants for regional and local parks and open space areas. State bond sales have been a major source of funding for local assistance grants. The department is advised by the State Historical Resources Commission and the California State Park and Recreation Commission.

## **ISSUES AND OPPORTUNITIES**

### **Parks and Recreation**

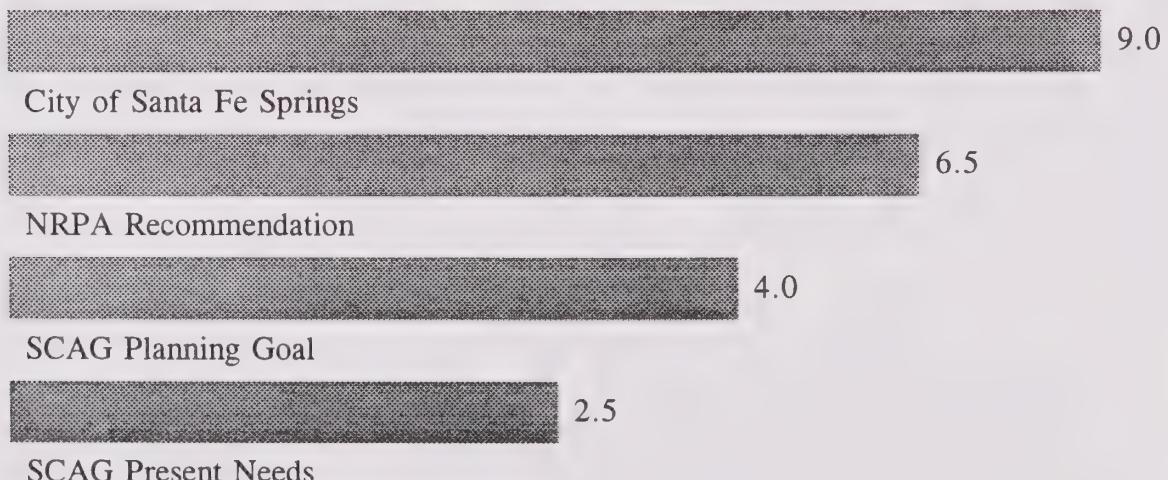
The City of Santa Fe Springs has made the formation and preservation of parks and open space a priority, and because of this commitment is referred to by many people as the "City of Parks". The development and preservation of parks and recreational facilities is important for a number of reasons, including their effects on the quality of life of the local population and their ability to attract and maintain residents and businesses and preserve overall property values.

The National Recreation and Parks Association (NRPA) suggests that a park system within a municipality be composed of a central core of parkland that totals 6.5-10.5 acres of developed open space per 1,000 residents. Additional open space acreage (i.e. regional/special use) will vary depending upon availability and community needs. Another commonly accepted minimum standard for planning for local recreational facilities in urbanized areas is four acres per one thousand people, which was created by the Southern California Association of Governments (SCAG) and adopted by Los Angeles and Orange counties. SCAG also uses the figure of 2.5 acres of recreational land per 1,000 persons for purposes of determining priorities for needed projects. This latter figure was derived from a formula relating visitor use (per year) to acres for each recreation category. The 2.5 acres/1,000 people ratio can be used to determine high priority areas within the City while the 4.0 acres/1,000 people figure is intended to be used as a goal for future planning.

At present there are approximately 149 acres of schools, parks, and recreation facilities developed within the City limits. With a total residential population of 16,500, the City's ratio is 9.04 acres per 1,000 residents. Table 1 represents a complete inventory of the open space located within the City, while Figure 1 shows its location. Graph 1 is presented to show how the City's ratio compares to SCAG and NRPA guidelines.

## GRAPH 1

**Open Space Ratio Comparison  
(Number of Acres/1,000 Residents)**



**TABLE 1**  
**PUBLIC OPEN SPACE INVENTORY**

<b>Parks and Parkettes</b>	<b>Acres</b>
Heritage Park	6.10
Little Lake Park	19.73
Los Nietos Park	10.98
Santa Fe Springs Park	14.89
Bradwell Parkette	.16
Davenrich Parkette	.13
Longworth Parkette	.34
Mersin Parkette	.33
Rancho Santa Gertrudes Parkette	.34
Smith Road Parkette	.69
<b>TOTAL</b>	<b>47.59</b>
<b>Joint Use School/Park Facilities</b>	
Carmela Child Development Center	10.48
Jersey Avenue Elementary/Santa Fe Springs Athletic Fields	11.08
Lake Center Middle School/Athletic Park	9.24
Lake View Elementary/Park	9.68
Rancho Santa Gertrudes Elementary	6.22
Santa Fe Springs High School	30.06
St. Paul High School	13.46
St. Pius X Elementary	3.27
<b>TOTAL</b>	<b>93.49</b>
<b>Community/Cultural Sites</b>	
Clarke Estate	5.79
Community Gardens	1.75
Town Center Greens	2.10
<b>TOTAL</b>	<b>9.64</b>

Compiled by A.C. Lazzaretto and Associates



Existing Public Open Space



Existing Privately Owned Open Space

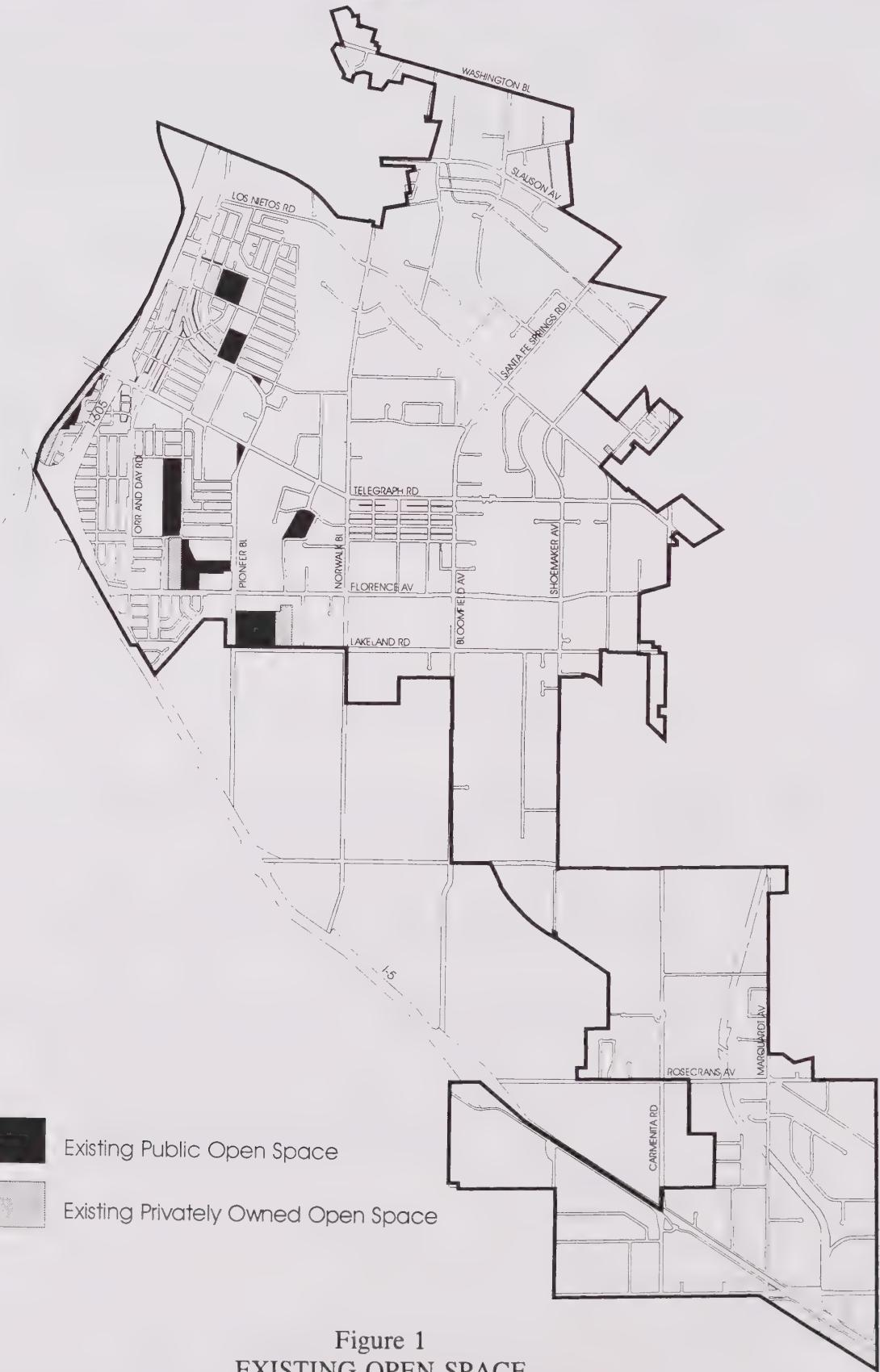


Figure 1  
EXISTING OPEN SPACE





Not listed in Table 1 is privately owned land that serves as open space. Most of the property in the City that falls into this category is either land that is related to local utility companies or land set aside as right-of-way. Southern California Edison owns over fourteen acres of land, including portions of Santa Fe Springs park, that is kept clear for safety reasons due to its proximity to powerlines. Each railroad line that transits the City has adjacent property reserved for company use. As discussed later in this section, the potential use of these areas for park and/or recreational purposes is noteworthy.

There are currently three cemeteries located within the City, one of which, the Old German Church Cemetery, is recognized as a historically significant site. These areas comprise a total of 21 acres of open space and serve their surrounding neighborhoods as places of scenic beauty and quiet solitude.

The City of Santa Fe Springs presently operates six community parks, seven parkettes, one historical park and one historical estate. The City also operates the Aquatic Center which has two outdoor swimming pools; the Activity Center which includes a gym with basketball, handball, gymnastics, weight lifting and boxing facilities; and the Community Gardens where City residents can rent a parcel of land and grow vegetables and flowers. Using these and other facilities located within the City, the Recreation Division of the City's Department of Community Services conducts special events throughout the year, including educational classes, softball and basketball leagues, Music Festival Concerts, and the After School Sports program.

The City has made a concerted effort to cooperate with the school districts that operate schools within the City to make available to the general public the open space and recreational facilities that are inherent to most schools. Whittier Union School District, Little Lake City School District, and the Los Nietos School District all have joint-use agreements with the City of Santa Fe Springs for use of each other's recreational facilities, which increases the amount of open space and recreational facilities within the City. The City in turn offers financial and maintenance support in the upkeep and improvement of these sites. An example of this is the upgrades the City has made to the tennis courts located at Santa Fe Springs High School in return for the school allowing access to the courts to the surrounding residents. The City also makes available to the districts all City owned parks and recreational facilities on a priority basis.

There are a number of parks, schools, and recreational facilities that border the City that are close enough to serve Santa Fe Springs residents. York Field in Whitter, Carmenita Park in La Mirada and Amelia Mayberry Park in the County of Los Angeles are all on City boundaries and are available for use by the residents of Santa Fe Springs. In recognition of this, the City has developed cooperative agreements with the County of Los Angeles, the South Whitter Coordinating Council, and the City of Whitter to ensure that the maintenance and upkeep of these facilities is addressed.

There are also a number of recreationally related projects which are either under construction or consideration that, when completed, will add to and enhance the total quantity and quality of the open space and recreational facilities within the City. They include:

- A Baseball Learning Center which is under construction at Little Lake Park. The center will consist of nine batting stations for baseball and slow/fast pitch softball, practice areas for fielding and pitching, and a building for program control and storage.
- An expansion of the Senior Citizens Center located at the Lake Center Athletic Park. When completed, the center will include multi-purpose facilities for recreation, nutrition, and outreach library services.
- Plans for replacing playground equipment at Bradwell, Longworth and Davenrich parkettes and at Los Nietos Park.
- Master plans for a golf learning center and an 18-hole tournament-grade golf course are being completed.
- Formal master plans have not yet been developed for the expansion of Santa Fe Springs Park, but the City has acquired adjacent parcels of land and hopes to eventually expand this park. To upgrade the park, a new building to house staff and new restroom facilities has been completed, and plans to replace the basketball and volleyball game courts are being finalized.

The parks and sites listed in Table 1 can be further categorized as either parkettes (mini-parks), Neighborhood Park/Playgrounds, or Community Parks. The National Recreation and Parks Association (NRPA) defines each of these as follows:

Parkettes are specialized facilities that serve a concentrated or limited population or specific group such as tots or senior citizens. The typical service area is less than a 1/4 mile radius and the size is usually less than an acre. NRPA suggests a ratio of 0.25 to 0.5 acres per 1,000 residents. They should be located within neighborhoods and in close proximity to apartment complexes, townhouse developments and housing for the elderly.

Neighborhood Parks/Playgrounds are designed to serve a local population of up to 5,000 people. Their service radius is 1/4 to 1/2 mile and they are usually up to 15 acres in size. NRPA recommends a ratio of 1.0 to 2.0 acres per 1,000 residents. These parks are intended to serve areas of intense development. They should be easily accessible to the entire neighborhood population by being geographically centered within the neighborhood they serve with easy and safe walking and bike access. Most school-park joint use facilities fall into this category.

Community Parks are areas of diverse environmental quality which may include large recreational facilities such as athletic complexes or swimming pools. They may also be areas of natural quality for outdoor recreation such as walking, viewing, sitting, or picnicking, or a combination thereof. Their service radius is usually 1 to 2 miles and they are as large as 25 acres. The ideal land use would allow for a ratio of 5.0 to 8.0 acres per 1,000 residents.

Table 2 lists developmental guidelines used by NRPA to determine the ideal amount of recreational facilities a generic city should have to satisfy the needs of its residents. The City accepts these as a target model for planning adequate and accessible recreational opportunities for the people who live and work in the City of Santa Fe Springs.

**TABLE 2**  
**NATIONAL RECREATION AND PARKS ASSOCIATION**  
**DEVELOPMENTAL GUIDELINES**

<b>Activity/Facility</b>	<b>Unit/Population</b>	<b>Service Radius</b>
Archery range	1 per 50,000	30 minutes travel time
Badminton court	1 per 5,000	1/4 - 1/2 mile
Baseball field	1 per 5,000	1/4 - 1/2 mile
Basketball court	1 per 5,000	1/4 - 1/2 mile
Handball court	1 per 20,000	15-30 minutes travel time
Ice Hockey rink	1 per 100,000	1/2 - 1 hour travel time
Football field	1 per 20,000	15-30 minutes travel time
Golf Course:		
a. 9 hole	1 per 25,000	1/2 - 1 hour travel time
b. 18 hole	1 per 50,000	1/2 - 1 hour travel time
c. driving range	1 per 50,000	30 minutes travel time
Running track	1 per 20,000	15 - 30 minutes travel time
Skeet/trap field	1 per 50,000	30 minutes travel time
Soccer field	1 per 10,000	1 - 2 miles
Softball field	1 per 5,000	1/4 - 1/2 mile
Swimming Pool	1 per 20,000	15 - 30 minute travel time
Tennis court	1 per 2,000	1/4 - 1/2 mile
Trails	1 system per region	N/A
Volleyball court	1 per 5,000	1/4 - 1/2 mile

Figure 2 identifies the recreational facilities in the City and surrounding areas and shows their service areas. Table 3 is the corresponding facilities matrix to Figure 2.



Figure 2  
RECREATIONAL SERVICE AREA ANALYSIS

**Table 3**  
**RECREATIONAL FACILITIES MATRIX**

Map Key No.	Facility Name	Baseball	Basketball	Driving Range	Football	Golf	Handball	Park	Soccer	Softball	Swimming	Tennis	Track	Volleyball
1	Sorensen Park	●												
2	Pioneer High School	●			●				●	●			●	
3	Rivera Park	●	●				●		●	●				●
4	Los Nietos Park	●	●		●		●		●	●		●		●
5	York Field	●			●				●	●				
6	Frontier High School	●			●				●				●	
7	St. Paul High School	●			●				●				●	
8	So. Whittier Jr. High Lake Marie Elementary	●							●					
9	Jersey Avenue Elementary	●										●		
10	Santa Fe Springs Park		●		●		●		●	●				●
11	Santa Fe Springs High School	●	●		●				●	●		●	●	●
12	Gunn Avenue Park	●	●											
13	Mayberry Park	●	●		●				●	●				●
14	Little Lake Park	●	●		●				●	●				●
15	Lake Center Athletic Park	●	●		●		●		●	●			●	●
16	Lakeside Park	●												
17	Zimmerman Park	●							●	●				●
18	Frontier Park		●											●
19	John Glenn High School	●	●		●				●	●			●	●
20	Norwalk Golf Center			●		●								
21	Hollyfield Park	●												
22	Carmenita Park	●												
23	Cerritos Park East	●	●				●			●	●	●		
24	Aquatic Center										●			
25	Wilderness Park							●						
26	Heritage Park							●						

## **Historical Preservation and Sites**

This section refers to the wide range of activities and places whose common purpose is the conservation of historically significant places. Old homes, shops, schools, theaters, banks and churches, once modernized and/or restored, can serve to recapture local retail trade, attract tourists, and provide office space for the service sectors of the local economy. Older buildings reflect the evolution of our lifestyles and technologies while landmarks can often establish the identity of a community. Two examples of this type of development located within the City are the Clarke Estate and the Heritage Park complex.

The Clarke Estate was built as the home of Chauncey and Marie Rankin Clarke in 1919 and was designed by the renowned architect Irving Gill. The 8,000 square foot home is constructed of poured-in-place concrete, which was one of the first of its kind in the Los Angeles area. The estate remained in Mrs. Clarke's family until it was purchased by the City in 1986. It has since gone under complete renovation and restoration and is believed to be the best intact example of Mr. Gill's architectural style remaining in existence. The estate is now operated by the City and is available for weddings, receptions, meetings and special events.

Heritage Park is the reconstructed Victorian ranch estate of Mr. Hawkins. Built in the 1880's, Mr. Hawkins spent over \$5,000 on his Carriage Barn, making it the most expensive structure of its kind at the time. Surrounded by six acres of gardens which were supplied with water by a picturesque windmill, the estate was known as "Fairyland" to those who visited and had been declared the showplace of the County by the Los Angeles Times. The park was also the site of the large adobe home of Patricio Ontiverios, who came to the area in the late 1700's. The cobblestone foundation of the adobe house was discovered by archaeologists in the 1970's and is now visible on the east side of the Carriage Barn. Over the years the property has had many owners and the Hawkins house was completely destroyed in the 1940's. Using old photographs, the City rebuilt the estate and its gardens, including the Carriage Barn and the windmill. The restored buildings and gardens have received awards from the California Preservation Foundation and the California Landscape Contractors Association, and the park is registered as a National Historic Site.

## **Heritage Artwork in Public Places Program**

On August 10, 1989, the Santa Fe Springs City Council adopted Ordinance No. 755 which created the Heritage Artwork in Public Places Program. The goal of the program is to provide a collection of permanent outdoor sculpture throughout the City to be enjoyed for many generations. The program is designed to present the community with a wide range of sculpture styles, themes, and media, all of the highest quality, and monumental in scale.

All new residential, commercial, and industrial development projects valued at \$300,000.00 or more, excluding land, are subject to this ordinance, as are any tenant improvements, remodelings or building additions valued at or above \$300,000.00. The value of the artwork shall not be less than 1% of the total building valuation, as determined by using the latest Building Valuation Data and as set forth by the International Conference of Building Officials.



As an alternative to buying art, the developer may make an in-lieu payment to the Heritage Artwork in Public Places Fund. These funds are used to purchase art and fund art education programs for children.

The artwork is installed in an exterior area on public or private property which is accessible to the general public. In keeping with the City's rich history, the art is centered around three historical themes; the Spanish/Indian period, the Turn-of-the-Century Ranching period, and the Industrial/Modern period. Since it's inception, the program has helped with the creation of eight works of art with two works currently in process. The "Soaring Dreams" plaza, located in the Town Center, is an excellent example of the goal of this program.

## **Areas of Potential Open Space**

As discussed in detail in the Land Use Element, there are three Special Study Areas designated within the City: Special Study Area 1, also known as the Oil Field Reclamation Project, consisting of approximately 227 acres; Special Study Area 2, called the Powerine Oil Refinery and comprising 91 acres; and Special Study Area 3, known as the Golden West Refinery, which encompasses 261 acres. These Special Study Areas consist of largely undeveloped or underdeveloped land that presents the City with unique opportunities for their eventual buildout. It is the City's intention that whatever development occurs in these areas be master-planned and include a large proportion of open space and recreational facilities.

In Special Study Area 1 the City has chosen to pursue the development, in phases, of a golf learning center and an 18-hole tournament-grade golf course. The market and economic assessment of alternative golf course facilities, prepared by Economic Research Associates (ERA), concluded that, from a market perspective, the oil field property offers an excellent opportunity for the development of both golf practice facilities and a golf course. Citing the area's accessibility, topography, compatible land use, and a very strong and underserved market, ERA found that both a stand alone golf practice facility and either a standard or tournament quality 18-hole regulation golf course are supportable. They also concluded that a 9-hole regulation or 18-hole executive layout, if developed in conjunction with a major golf practice facility, is feasible. Based on these findings the City has selected an architectural firm to study the best design of the various options that ERA recommended. The City is resolved to the development of a golf course in this Special Study Area.

In Special Areas 2 and 3, it is speculated that a number of different types of development will eventually take place. The City is committed to ensuring that this eventual development is well managed and master-planned to ensure that the best mix of uses, with emphasis on the preservation and creation of open space and recreational facilities, occurs. There also are a number of other areas in the City that are undeveloped that offer the City a unique opportunity to preserve and create both open space and recreational facilities. These include: the railroad rights-of-way and the Southern California Edison properties; the McMaster-Carr property; and both the Santa Fe Springs and Norwalk drive-in properties. The Special Study Areas and other potential areas for open space are shown in Figure 3.



Figure 3  
POTENTIAL OPEN SPACE AREAS



Any future developments in these areas should consider the following when they are in the planning stages:

#### Industrial Area Mini Parks

This type of facility would include small grass areas, trees, picnic tables, barbecues, and possibly a half basketball court or horseshoe areas. It would give business and industrial tenants a place to relax and recreate during lunch or after work. These facilities are relatively small in size and could be placed strategically in business park areas.

#### Formal Picnic Areas

These areas would be somewhat larger than the industrial mini parks and would provide for large company or family picnics, able to accommodate 300 to 500 participants. Currently such facilities are placed at community parks where additional parking for large groups can be accommodated. Each of the facilities would contain covered tables and adequate seating, barbecues, sinks, restrooms, horseshoe courts, volleyball areas, etc., and possibly include a small grass field with a backstop for softball.

#### Water Features

Bodies of water such as small lakes or ponds and possibly streams could be utilized to provide an open space recreation area. These could be done alone or in conjunction with other open space usages. The water feature could be passive or active with fishing and/or other activities included. Santa Fe Springs park has adequate space for this type of feature and the City plans to investigate the possibility of creating a lake at this location.

#### Physical Fitness Areas

Physical fitness areas provide space to walk, jog, or bike. They could be incorporated with other open space areas such as a water feature (lake, pond, etc.) or a golf course or park. An area such as this would provide the community the opportunity for exercise, recreation and the enjoyment of open space. A jogging trail with a par course is an example of this type facility.

#### Sports Fields

Adult and youth sports always have high participation. This will increase with population and business growth. A sports "complex" built in industrial areas could provide lunchtime and after work organized leagues. The facility should have lighted softball and soccer fields for use at night.

## Parks

In any future residential areas there will be a need for additional parks. Depending upon the size and nature of any development, the parks could range from the current type of mini-park with small picnic areas and playground equipment to full size linear park facilities.

## Trails

Walking and biking trails are a relatively easy way to provide open space within urban development. They can also serve to connect parklands to other open space areas and they can control urban form and help prevent inefficient patterns of development. They can also act as buffers between urban areas. As discussed in the Circulation Element, trails are becoming recognized as integral and efficient ways of supporting streets, highways, and other types of transportation. Designed properly, they can feed into transportation centers thereby relieving the reliance on cars and buses. The vast railroad system, with its associated right-of-way property, presents the City with a unique opportunity to create an impressive trail system. Once in agreement with the property owner, appropriate safety precautions could be addressed and needed improvements could be arranged. These trails could eventually serve not only the transportation centers within the City but, if properly designed and utilized, could interconnect open space and recreational facilities and other points of interest located within the City.

## Formal Gardens

A formal garden setting with topiaries, flower gardens, benches, and possibly a reflecting pond could provide a quiet retreat for community and business/industrial residents.

## Child Care Facilities

The trends in working families have caused the need for child care to expand greatly. Child care facilities, especially in industrial areas, will become increasingly important as a way to entice and keep employees.

Open space can serve as not only an alternative to development but, when properly designed, can limit and control development in all its phases. The City recognizes this and remains committed to acquiring property for its intrinsic value as open space.

## **GOALS AND POLICIES**

The goals and supporting policies presented in this element are concerned with specific issues and opportunities aimed at preserving, conserving and developing the City's lands in such a way that open space and recreational activities within the City are enhanced to the greatest extent possible. They are intended to provide guidance in the design and location of open space and related facilities. Development proposals must conform to these goals and policies, along with land use and other general plan goals, before they are approved.



**GOAL 1:** Preserve existing open space and carefully plan for its development.

Policy 1.1: Whenever and wherever feasible, acquire property for the sole purpose of preserving its intrinsic value as open space.

Policy 1.2: In the spirit of low density, managed and reasonable growth, site and develop of a golf course.

Policy 1.3: Monitor the development of the Special Study Areas and other areas of potential open space to ensure that the maximum amount of open space and recreational facilities occurs.

**GOAL 2:** Provide for present and future open space and recreational needs.

Policy 2.1: Ensure that the open space to population ratio remains at 9.0 acres per 1,000 residents or higher.

Policy 2.2: Continue to promote private/public partnerships in the development of open space and recreational facilities in both private and public projects.

Policy 2.3: Continue to promote the development of open space and recreational facilities within commercial, industrial and residential developments.

Policy 2.4: Actively pursue all available funding sources for parkland acquisition, development and maintenance.

Policy 2.5: Continue to foster the joint use of school district and City park facilities.

Policy 2.6: Expand Santa Fe Springs park by developing as a park area the Southern California Edison right-of-way next to the San Gabriel River. This expansion should include considering the creation of a lake at this site.

Policy 2.7: Continue to conduct and expand the Special Events activities coordinated by the Recreation Division of the Department of Community Services.

Policy 2.8: Investigate the possibility of forming operating agreements with the railroad property owners to develop their rights-of-way as trails.

**GOAL 3:** Ensure that historically significant buildings and properties are identified and preserved to the greatest extent possible.

**GOAL 4:** Continue to add to the collection of permanent outdoor sculptures by actively enforcing the Heritage Artwork in Public Places Program.

Policy 4.1: Ensure that any future artwork additions to the program are appropriate, of superior quality, placed in unrestrictive settings, and highly selective.

Policy 4.2: Expand on the childrens' educational programs that highlight the visual and performing arts.

Policy 4.3: Consider the development of a Multi-cultural museum and center.

## THE OPEN SPACE PLAN

Open space is an irreplaceable resource. Once it has been committed to urban development it is doubtful that it will be recoverable as open space. Parks and open space are becoming increasingly important factors in maintaining a healthful and enjoyable urban environment. The role of open space and recreation is now considered vital to the psychological, physiological, and economic well being of individuals and communities, and are as important as any other service responsibility of government.

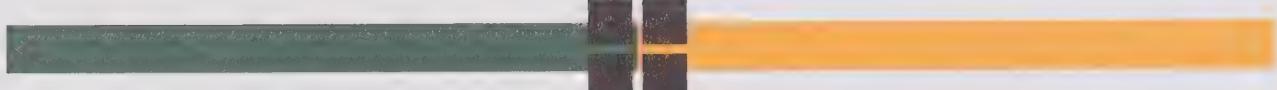
The State of California recognizes the importance of these issues and states in the general plan guidelines that all cities must have a plan for the protection and creation of open space and recreational facilities. Specifically, Governmental Code Section 65564 stipulates that every local open space element contain an action program consisting of specific resources that can be implemented to ensure that the open space goals and policies are satisfied. It states in part that cities must adopt an open space plan for the comprehensive and long-range preservation and conservation of open space land within their jurisdiction, including, but not limited to, areas particularly suited for parks and recreation purposes; areas of outstanding scenic, historical and cultural value; and areas which serve as links between major recreation and open space reservations, including utility easements, trails and corridors.

State law also specifies that building permits, subdivision maps or other projects may not be approved if they are inconsistent with the Open Space Element; that restrictions and regulations placed on open space designated properties be consistent with the open space plan; and that the open space plan be the basis for implementing the parkland dedication requirements as permitted under the Business and Professions Code. Community certification for all federal and most state open space funding programs require the preparation of an open space element.

There are numerous programs and resources available to aid cities in their attempts to implement their open space plan. Most relate to the regulation, acquisition, and protection of open space areas. Existing programs should be combined with new plans to work towards implementing the goals and policies of this element. Together, these plans and programs, as outlined below, will function as the Open Space Implantation Plan.

### Regulation

One tool available to cities that relates to the regulation of open space is the Quimby Act. A section of the state subdivision map act, the Quimby Act permits a public agency to adopt an ordinance requiring either parkland dedication, a fee in lieu of dedication, or a combination of both as a condition of approval of a final map or parcel map. The City currently evaluates all Residential Planned Developments to ensure that the appropriate amount and type of recreational facilities are included in all proposed residential areas.



Open space is directly affected by zoning ordinances. Special provisions in zoning ordinances, such as planned unit developments, higher densities or smaller lot size can be made in return for open space. The City presently requires increased set backs where zoning permits to assist in the formation of open space.

The City is also committed to using the guidelines as prescribed by the National Recreation and Parks Association to determine and ensure that the recreational needs of the residents and business communities are fully satisfied.

## Acquisition

The Parks and Playground Act (Government Code Section 38000 et. seq.) allows cities to impose assessments to finance the acquisition and improvement of public parks, playgrounds, and urban open space land. This act also allows a city to condemn land for these purposes. Bonds, fees and charges, trust funds and federal and state grants can also be used to acquire and develop land for open space. A city may also enter into sale/leaseback agreements whereby the city acquires title to lands and then rents them out to private tenants for open space uses. When heavy public use of a property is not anticipated, a city may choose to purchase easements of privately owned land for use as open space by the public. Santa Fe Springs is interested in forming agreements with the local railroad operators to allow access to the railroad rights-of-way so that a trail system could be created.

Division I, Part 6, Chapter 8 of the Revenue and Taxation Code of the State of California allows cities to acquire any property located within their boundaries that are deemed subject to Power to Sell due to delinquent taxes. Normally sold at public auction, the Code gives cities first rights to purchase any listed property. Additionally, the Resolution Trust Fund was established to identify and sell properties that have become available due to the failure of local Savings and Loan institutions. Santa Fe Springs vows to use these opportunities to acquire property located within the City and utilize it for open space and recreational purposes.

## Protection

The Open Space Maintenance Act (Government Code Section 50575 et. seq.) is helpful when a city has already acquired open space but is lacking funds to pay for its maintenance. Under the act, local governments may levy ad valorem special assessments to improve and maintain open space, reduce fire, flood and erosion hazards, and perform related activities.

Cities are encouraged to identify and protect all potentially historical and cultural resources by creating a Preservation Ordinance which would establish criteria to be used when determining the worth of such sites, and sets guidelines for their preservation. The Marks Historical Redevelopment Act and the National Trust for Historic Preservation allows cities to issue bonds and obtain loans to provide financial assistance in preservation efforts. The State Office of Historical Preservation and the National Park Service are available to provide information and technical assistance in preservation programs.

## SUMMARY

The City of Santa Fe Springs has long been committed to the preservation of open space, the creation of parks, and the high quantity and quality of its recreational facilities. The City has resolved to purchase property and preserve it purely for open space purposes. To increase the amount of open space and meet the recreational demands of its residents, the City plans to site and develop a golf course. The City plans to constantly expand and enhance its historical efforts, its artwork programs, and the services offered by the Recreation Division of the Department of Community Services. By committing to the maintenance of a superior open space to population ratio, addressing the issues and opportunities that present themselves relating to open space, and constantly reevaluating and reviewing existing and proposed plans and programs, the City will continue to satisfy the open space and recreational needs and desires of its residents now and in the future.

## **CONSERVATION ELEMENT**

### **INTRODUCTION**

The major purpose of the Conservation Element is to assist in the management of the City's natural resources by preventing their wasteful exploitation and ultimate destruction. Resources that are of particular relevance and importance to the City include air and water, soils, rivers, and flora and fauna. These natural resources directly affect the quality of life of its residents and help define the City's character and form. The City is committed to preserving these resources to the greatest extent possible while striving for a balance between growth and conservation, and will utilize careful planning of its future land uses to ensure a harmonious relationship between urban developments and natural resources.

The Government Code, Section 65302, State of California, requires a General Law City to adopt a Conservation Element as part of the General Plan in conjunction with the Open Space Element. The overall thrust of this element is the conservation, development and utilization of natural resources, which include water, soils, rivers, flora, fauna, and other natural resources that exist in the City of Santa Fe Springs. As stated in the Open Space Element, the City has a unique opportunity with its Special Study Areas to protect and preserve a large part of its remaining open space, and the natural resources related to them, by regulating the type and amount of development that will eventually occur in these areas.

### **RELATED PLANS AND PROGRAMS**

In addition to the those already discussed, there are a number of other related programs that regulate and monitor environmental concerns. The City remains committed to supporting the efforts of these agencies and to working with them to preserve and protect its natural resources. Two of the more prominent entities whose policies have a direct effect on conservation are the Environmental Protection Agency and the California Environmental Quality Act.

The goal of the Environmental Protection Agency (EPA) is to protect and enhance the environment for future generations to the fullest extent possible under the laws enacted by Congress. The Agency's mission is to control and abate pollution in the areas of air, water, solid waste, pesticides, radiation and toxic substances. Its mandate is to mount an integrated, coordinated attack on environmental pollution in cooperation with state and local governments. While broad in scope, the regulations and policies the agency puts forth usually effect local governments.

The California Environmental Quality Act (CEQA) was enacted in 1970 as the primary environmental protection law of the state. CEQA requires all state and local agencies to consider the environmental effects of proposed projects and offer alternative measures to significantly reduce the project's negative impact on the environment, such as land, air, and water.

CEQA requires the preparation of an environmental assessment to identify and analyze environmental effects of proposed developments. If the reviewing agency determines a proposal's impact may be environmentally significant, an Environmental Impact Report (EIR) must also be prepared. The EIR must include a description of the existing environment, the environmental impact of the proposal, and recommend mitigation measures for potential environmental impacts.

Since no specific agency is responsible for ensuring that the CEQA requirements are properly carried out, public participation is vital. The public has a right to review and comment on the environmental assessment and the draft EIR. Once a project has been approved or rejected, any citizen or public interest group may appeal the decision to the governing body or challenge it through a lawsuit. The provisions of the law, review procedures and other pertinent regulations are described in the CEQA Law and Guidelines, as amended in 1986.

CEQA will continue to be instrumental in ensuring that the environmental impacts of all potentially significant projects are assessed by City officials and the general public.

## ISSUES AND OPPORTUNITIES

### Air

Population growth and commensurate vehicle use over the years has caused the continuing decrease in air quality in the Southern California area. Because of its detrimental effects on health and overall quality of life, and because this area has consistently failed to meet the standards for air quality as set forth by the Clean Air Act of the federal government, this issue will continue to receive considerable attention at the local, state, and federal levels.

The state has formed the Air Resources Board (ARB) which is responsible for achieving air quality standards. The ARB has divided the state into fifteen districts, called Air Quality Management Districts (AQMD), which are regional in jurisdiction. The City of Santa Fe Springs is located within the South Coast AQMD, which includes portions of five counties including Ventura County, Orange County, and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. Reporting to the ARB, each district is responsible for enforcing air pollution regulations, regulating vehicle emissions and the content of vehicle fuels, identifying and controlling toxic air pollutants, and administering air quality research. It also adopts and administers state and local plans for attainment and maintenance of national air quality standards, conducts air monitoring, and prepares district wide inventories of sources of emissions.

California's ARB is the only statewide air pollution control agency in the nation with the legal authority to establish emission standards for new motor vehicles. Additionally, a 1983 state law requires all cars registered in California to be inspected every two years to monitor emission levels and determine if their pollution control systems have been maintained. This program is administered by the Bureau of Automotive Repair. The ARB also has the responsibility for controlling emissions from stationary sources such as factories, oil refineries, and power plants.

The Air Quality Management Plan, adopted by the South Coast AQMD in 1991, is forecast to bring the Southern California region into compliance with federal ambient air quality standards by the year 2007. Towards this end, the City of Santa Fe Springs joined eighteen other local jurisdictions to form the Southeast Los Angeles County Air Quality Consortium, whose purpose is to prepare a collective air quality plan for the subregional area, yet the plan will be specifically tailored to each city's particular characteristics.

In 1992, Los Angeles County created the Congestion Management Program (CMP) to meet the requirements of Section 65089 of the California Government Code. Recognizing that automobiles produce over half of the air pollution in the South Coast district, the CMP was designed to alleviate this problem by: 1) linking land use, transportation and air quality decisions; 2) developing partnerships among transportation agencies to coordinate solutions that include all modes of travel; and 3) proposing transportation improvement projects which are eligible for state gas tax funds.

In March of 1991, the City adopted Ordinance No. 789 which established a Mobile Source Air Pollution Reduction Program, the purpose of which is to bring the City into compliance with requirements as set forth by the California Clean Air Act (CCAA). The ordinance allows the City access to the Air Quality Improvement Trust Fund which was created to aid in the formation of mobile source reduction programs at the city level. Any program or project implemented by the City to reduce air pollution from motor vehicles, which are consistent with the CCAA, qualify for revenues from this fund.

Air pollution is a regional problem that transcends typical government boundaries. Thus, part of the solution to this problem will require intergovernmental partnerships that focus on the common goal of clean air. The City remains committed to this goal and to these relationships.

## Water

Water and its quality and availability are issues that directly affect the health and safety of everyone. In all its forms and from all its sources, water is a precious commodity that is often taken for granted. Due to southern California's arid climate and large population, the use and conservation of water is of significant importance. Though the latest drought has recently ended, efforts to control and conserve the use of water must continue.

The overall responsibility for the protection and management of the state's water resources falls upon the Department of Water Resources (DWR). The DWR uses the California Water Plan as a master plan to inventory water needs, sources, and problems, and to help coordinate local, state and federal water programs. The DWR oversees the State Water Project which is the delivery system that provides water through the California Aqueduct to the southern California area.

The State Water Resources Control Board regulates California's water quality and administers water rights. The Board establishes wastewater discharge requirements and carries out water pollution control programs. It also issues permits for new water rights and assists in determining existing rights. These rights are permits to water from surface rivers, streams and lakes.

The City's water system is supplied by three providers: well water, the Central Basin Water Authority, and the Metropolitan Water District (MWD). This system provides water to over 90 percent of the City's area. The well water is regulated by the Water Replenishment District of Southern California. The seven wells provide a combined maximum discharge capacity of 8,220 gallons per minute to the City's overall system. This water is of excellent quality. Six of the seven wells were drilled between 1950 and 1965, and most wells have a recognized service life of 40 to 45 years. Without new wells, the City will be forced to rely on water imported from other providers. Currently, the City is served by five other agencies: the San Gabriel Valley Water Company, the Southern California Water Company, the Park Water Company, the Suburban Water Company, and the Orchard Dale Water District.

The City has recently installed a reclaimed water system which provides treated wastewater for irrigation and other non-potable uses. The reclaimed water system is managed by the Central Basin authority of the MWD. In 1991, the City retained the services of HYA Consulting Engineers to prepare a master plan for the City's reclaimed water system. In it, HYA identified over 200 potential users of the system, for a total projected use of 3,751 acre-feet per year. Using the Century and Rio Hondo Water Reclamation Programs, and drawing from the Los Coyotes and San Jose Water Reclamation Plants, the system presently supplies reclaimed water for irrigation to all the public parks, schools, and freeway landscaping systems. When fully operational, the system will greatly relieve the need for imported potable water for non-potable uses.

In June of 1991, the City entered into a Joint Powers Agreement with the cities of Cerritos, Commerce, Downey, La Mirada, Lakewood, Norwalk, Paramount, Pico Rivera, and Whittier, along with the Central and West Basin Water Replenishment Districts, to form the Southeast Water Coalition. The Coalition was formed to act in consort with the State of California, the federal government, and any other pertinent agencies, in matters pertaining to the improvement and protection of the quality and quantity of potable water in the Southeast area of Los Angeles.

The City also has emergency water service connections with the City of Whitter, the City of Pico Rivera, and the Southern California Water Company. These connections are in place to provide a source of water to the City should an emergency interruption occur.

In September of 1991 the City adopted Ordinance No. 5592 which established the Emergency Water Conservation Program. This ordinance declared a water shortage emergency and empowered the City to set appropriation standards. Customer groups were identified and maximum water use amounts were determined. A surcharge was established for customers who exceeded water usage amounts, along with exemption criteria. This ordinance also allows the City to reduce the amount of water provided to customers who are out of compliance with the plan.

The City has also formed the Low Flow Shower Head/ Toilet Dam Give Away Program and the Ultra-Low Flow Toilet Rebate Program. The City offers xeriscape landscaping advice and other landscaping guidelines, along with other public water conservation education programs. The City remains committed to the proper management and high quality of its water.

## Soils

Due to the exploitation of the large oil reservoir discovered beneath the City, much of the land available for development in the City has been contaminated by existing or abandoned oil fields. The City recognizes this and will continue to oversee efforts between potential developers, waste management companies, and other geothermal agencies to determine the best remediation plan for each individual property that is identified for development.

The Department of Conservation is responsible for programs relating to petroleum, geothermal, mineral and soils. The Division of Oil and Gas (DOG), a part of the Department of Conservation, regulates the development, operation, maintenance, and abandonment of oil and gas wells, in addition to geothermal wells.

Associated with the underground oil reservoir is naturally occurring methane gas. Consequently, the DOG has designated the oil field areas as Methane Gas Zones. In addition, there is methane gas associated with the seven closed landfills found within the City. Recognizing the adverse effects this can have on the environment, the City has created a Methane Ordinance which identifies areas of concern and establishes guidelines for the mitigation of this problem. It states that all new and existing buildings in these areas must have either an underground barrier or a detection system to protect those living or working near methane gas. This subject is covered in detail in the Safety Element.

## Rivers

The San Gabriel River, once a source for irrigation in Santa Fe Springs, runs north to south from the San Gabriel Mountains to the Pacific Ocean. The river parallels the western border of the City along the San Gabriel Freeway. It is now a flood control channel maintained by the Los Angeles County Flood Control District and is used as a spreading ground to replenish the Montebello Forebay. Additionally, Coyote Creek runs along the eastern City border and cuts through both the northern and southern portions of the City. It, too, is mainly used for drainage and flood control.

## Flora and Fauna

The natural grasslands and other flora that once existed in the City have since been largely replaced by industrial, commercial and residential development. Other than certain forms of fauna which have adapted to living in this geographical area such as birds, rodents, snakes, and rabbits, there are no significant areas that can be referred to as wildlife preserves within the City of Santa Fe Springs. Heritage Park has available to the public an aviary and green house that display some of the interesting bird and plant life that were once indigenous to the area.

The City has made the protection of existing trees and the planting of new trees in new developments a priority in the planning and development approval process. The Master Street Tree Report, also known as the Tree Master Plan, was created in 1965 and amended in 1968 to establish standards for the protection, preservation, planting and removal of trees throughout the City. The plan recognizes that trees that are well selected and well maintained not only add to the aesthetic beauty of the City but also help lower summer temperatures, reduce vehicular

noise, and increase property values. In recognition of these standards and the City's commitment to the master planning of trees, for the past eight years the City has been designated a "Tree City U.S.A." by the National Arbor Day Foundation. In cooperation with the National Association of State Foresters and the USDA Forest Service, this award is given to cities to recognize environmental improvements and encourage higher levels of tree care throughout America.

The Endangered Species Act provides for the conservation of threatened and endangered species of fish, wildlife, and plants by identifying these species and implementing Federal action plans and state programs for their survival. At the state level, the Department of Fish and Game is responsible for protecting, managing, and enhancing fish, wildlife, and native plant resources. Its functions include the review of environmental impact reports, and may include acquiring property for such projects as creating wildlife areas and providing for increased stream clearances. It is served by the Wildlife Conservation Board whose purpose is to acquire property to protect and preserve wildlife, and to provide facilities for recreational access.

## **Energy Conservation**

Aside from the conservation efforts being made to preserve the resources mentioned above, other programs are in place to conserve various forms of energy, such as electricity and natural gas. Reducing energy use amongst residents, businesses and industry can help the conservation and quality of other resources, either directly or indirectly. For example, reducing electricity use in individual buildings can lower emissions of oxides emitted from electric power plants.

The California Energy Commission is the state's principal energy planning organization whose responsibilities include promoting the conservation of energy. The commission is divided into five divisions: Conservation, Environmental, Developmental, Assessments, and Administrative Services. It uses the biennial California Energy Plan to forecast future energy trends and to set policies relating to the states growth and projected energy needs.

## **GOALS AND POLICIES**

The Conservation Element goals must be closely integrated with the goals of the Open Space and Land Use Elements. These in turn must support the other elements of the City's General Plan.

**GOAL 1:** Continue to protect and preserve the City's natural resources.

Policy 1.1: Continue to develop new and expand existing programs that increase the public's interest, awareness, and participation in environmental and conservation issues.

Policy 1.2: Continue to enforce the guidelines as set forth in the Master Street Tree Plan Report.

**GOAL 2:** Protect and preserve the City's air quality.

Policy 2.1: Continue to research alternatives and pollution control measures that influence air quality, including trip reductions, carpooling, and local transit services.

Policy 2.2: Encourage urban infill and land uses and densities that result in reduced trips and reduced trip lengths, and that support non-motorized modes of travel.

Policy 2.3: Initiate capital improvement programs that allow for bus turnouts, traffic synchronization, and intersection channelization.

Policy 2.4: Continue to participate and support cooperative programs between cities which will reduce trips and vehicle miles traveled.

**GOAL 3:** Protect and preserve the City's water quality.

Policy 3.1: Continue efforts with the Southeast Water Coalition to ensure that water supplies are properly planned, conserved, protected and managed.

Policy 3.2: Continue to coordinate water programs with other water agencies to ensure the preservation and improvement of water quality and the conservation of water.

Policy 3.3: Publicize and encourage voluntary water conservation programs and continue the enforcement of the Emergency Water Conservation Program, when necessary.

Policy 3.4: Encourage local water agencies to enforce conservation measures that eliminate or penalize wasteful uses of water.

Policy 3.5: Continue the efforts, as defined in the Reclaimed Water Master Plan, to make reclaimed water widely available.

Policy 3.6: Continue cooperative efforts to assure that contaminated soils are not a threat to ground water.

Policy 3.7: Strive to ensure that all publicly owned or controlled open space is irrigated with reclaimed water.

**GOAL 4:** Protect, preserve, and improve the soil within the City.

Policy 4.1: Continue to develop programs that minimize the contamination of soils.

Policy 4.2: Encourage the development of new methods for the remediation of soils that are contaminated.

Policy 4.3: Continue to work with the Department of Toxic Substance Control and other regulatory agencies to assure that contaminated sites are properly and completely remediated.

Policy 4.4: Continue to enforce the guidelines as set forth in the City's Methane Ordinance.

## THE CONSERVATION PLAN

The Conservation Element is closely related to the other elements of the General Plan. The Land Use Element stresses, among other things, the management and preservation of natural areas and unique land qualities that exist in the City. It also emphasizes the conservation of open space through the use of master planning and managed and reasonable growth. The Circulation Element concentrates on congestion management which directly effects air quality. The Housing Element suggests developments that focus on urban infill, maximum open space, and subdivisions that support transit corridors. The Conservation Plan highlights these relationships and allows existing conservation plans and programs to be influenced by new strategies.

Local governments can greatly affect conservation through the planning process, and are in a unique position to make conservation a priority. By focusing on conservation programs and placing conservation mandates on themselves, cities can improve many aspects of their communities. These efforts can directly affect the protection of public health, the reduction of the cost of utilities, reductions in traffic, and the increase in economic viability. The City's Environmental Management Plan, adopted in 1982, serves to protect and maintain the quality of the environment in both residential and business areas. The City also vows to continue to support the efforts of other local, state, and federal agencies whose primary purpose is the protection and preservation of common environmental resources.

Of particular importance to all forms of life is air quality. Its quality has been directly impacted by urbanization and extensive development. Unfortunately, most of the proposed means of improving air quality are often times in conflict with human behavior and mindsets. It has only been fairly recently that pressures from interest groups and concerned citizens have precipitated the massive governmental intervention and involvement which dominates the air quality issue today, and will continue to be a factor in the future.

The City plans to continue cooperative efforts with the South Coast AQMD, Transportation Management Association, and the SELAC Air Quality Consortium to achieve the air quality standards as set forth by the California Clean Air Act and the federal government. The City also vows to continue to support and enforce the provisions of the Congestion Management Program and the Mobile Source Reduction Program. The City plans complete participation and compliance towards the goal of improved air quality.

The use, quality, and conservation of water are critical issues throughout the western United States. Since almost every urban activity involves the use of water, it is in the best interest of the public to ensure that water supplies are properly planned and managed. Its impact on landscaping, wildlife and plant life, and recreational services, is obvious. Water management and conservation must directly provide for all these considerations. Because some of the City's water is imported from other sources, it is important that the City continue its cooperative efforts with these agencies- especially the Southeast Water Coalition- to ensure that water quality remains high. Since water quality is also influenced by the region's topography and climate, surface runoff plans, storm drainage standards, and landscaping regulations must all be properly addressed. The City plans to continue coordinated efforts with federal and state programs, while striving to achieve and maintain the objectives and criteria as determined by the state Department

of Water Resources and the State Water Resources Board. Full awareness and participation in public conservation plans are of the utmost importance.

Soils have the most direct implications for land use than perhaps any other single natural characteristic of the environment. Whether for urban or non-urban use, soil is a vital resource and its use must be treated as such. Due to our reliance on soil to support all type of urban development, its conservation and composition is a major consideration. Topography, substructure, erosion, and contamination must all continue to be evaluated and controlled. The City will continue to assist the Division of Oil and Gas in the enforcement of regulations relating to the operation, maintenance, and abandonment of oil wells and methane gas related issues, the state Department of Toxic Substances Control in the remediation of contaminated soils, and the Department of Conservation.

In addition to the forces of nature, many acts of man serve to threaten and endanger our remaining vegetation and wildlife. The alteration and destruction of unique habitat, introduction of foreign elements that carry diseases, and pollution of the environment all adversely affect these resources. Urbanization is the single most serious threat to both vegetation and wildlife, and the majority of man-modified habitats are inferior compared to those that have evolved naturally. Consequently, the identification, preservation and conservation of these natural resources must be considered in any and all land use decisions. The City pledges to preserve and protect sensitive plant and animal life and their associated habitats, and will utilize the Department of Fish and Game and the Endangered Species Act for information and technical assistance relating to the protection and management of wildlife and plant resources.

## SUMMARY

The conservation and management of natural resources is highly dependant on local and regional activities and controls. For this reason, concerted and area-wide efforts must be continued and enhanced. The protection of natural resources related to the City of Santa Fe Springs remains a priority. The City is committed to the use of planned management, preservation, and the wise use of these precious resources. By adopting its own policies and following the regulations and guidelines of other agencies, the City is prepared to consciously control the use and quality of these resources.



# SAFETY ELEMENT





# **SAFETY ELEMENT**

## **SECTION 1 -- INTRODUCTION**

The Safety Element of the City of Santa Fe Springs General Plan is the primary vehicle for relating local safety issues to City and county land use decisions. It attempts to give vision and guidance to the City's public safety planning and program implementation. This view is based on an analytical characterization of the City's hazards and hazard mitigation systems existing as of January, 1994.

### **PURPOSE OF SAFETY ELEMENT**

The Safety Element is concerned with identifying both manmade and natural hazards to the public's safety and addressing the City's ability to respond to these hazards. It presents a citywide approach during the planning process for preventing the creation of hazards and for minimizing the potential for injury, damage, and disruption to community life brought by crime, fire, emergencies and other catastrophes. Public safety standards include guidelines for minimizing the risks associated with hazards, particularly through the planning process. Public safety delivery systems or programs provide goals and strategies for the elimination and avoidance of hazards.

Whenever possible, prevention should be the first step in addressing hazard mitigation. This may be accomplished by the elimination of the hazard, isolation or avoidance of the hazard, minimization of the impact, or the regulation of uses and structures impacted by the hazards. When prevention is not possible, the impact of the hazard must be planned for by the community. Such planning, as outlined within the element, means the formulation of strategies to minimize human injury, property damage, and economic and social disruption.

It is the fundamental purpose of this element to increase the quality of life in the City of Santa Fe Springs by reducing the community's fear from man-made and natural hazards, both now and in the future.

### **COMMUNITY DESCRIPTION**

The City of Santa Fe Springs is 9 square miles in size and is located approximately 13 miles southeast of downtown Los Angeles, 18 miles north of the City Long Beach and 11 miles northwest of the City of Santa Ana, Orange County. It is within the County of Los Angeles and is contiguous with the cities of Whittier, La Mirada, Cerritos, Norwalk, Downey and Pico Rivera.

The City was incorporated in 1957. Approximately ten percent of the City's 5,500 acres is zoned for residential uses, five percent for commercial uses and the remaining eighty-five percent for business and industrial uses. A significant proportion of the industrial uses are heavy manufacturing, petroleum-based and hazardous material generator/user industries. There are approximately 4,200 businesses within the City. This mix of uses creates a unique set of hazards and risks.

The City was the location of one of the world's largest oil field explorations in the 1920's. The impacts of the period still affect the City's planning and risk assessment process. The City's geographical proximity to regional seismic, flood, and crime risks create local hazards.

The City's daytime population of "industrial residents" is estimated to be 80,000. The City's 1990 population of 16,500 is approximately 70 percent "Spanish/Hispanic," 23 percent "White" and 7 percent "Other." Approximately 82 percent are "Family" households and 17 percent "Single." The average household size is 3.46 persons compared to a County average of 2.82. Median family incomes in 1990 of \$33,313 were 4.14 percent below the County median. Twelve and a half (12.5) percent of the population is "elderly," 17.4 percent "large families", 13.6 percent "female headed."

The City lies at the convergence of two major transportation routes, Interstates 5 and 605, and is within one mile of the easterly terminus of Interstate Route 105. It is traversed by major Southern Pacific and Santa Fe rail corridors, including both cargo and passenger transportation, and is under the flight landing pattern for Los Angeles International Airport. All create potential hazards to public safety.

Map 1A illustrates the regional geographical relationships of the City of Santa Fe Springs within the Los Angeles basin.

## STATE AND CITY POLICY

Government Code Section 65302(g) requires the inclusion of a safety element in the City's General Plan for the protection of the community from unreasonable risks. The law, as amended, requires that the safety element has as a minimum the following components:

The identification, mapping and appraisal of seismic hazards, including those areas subject to liquefaction, ground-shaking, surface rupture, or seismic sea waves;

An appraisal of mudslides, landslides, and slope instability which might occur as a result of earthquake;

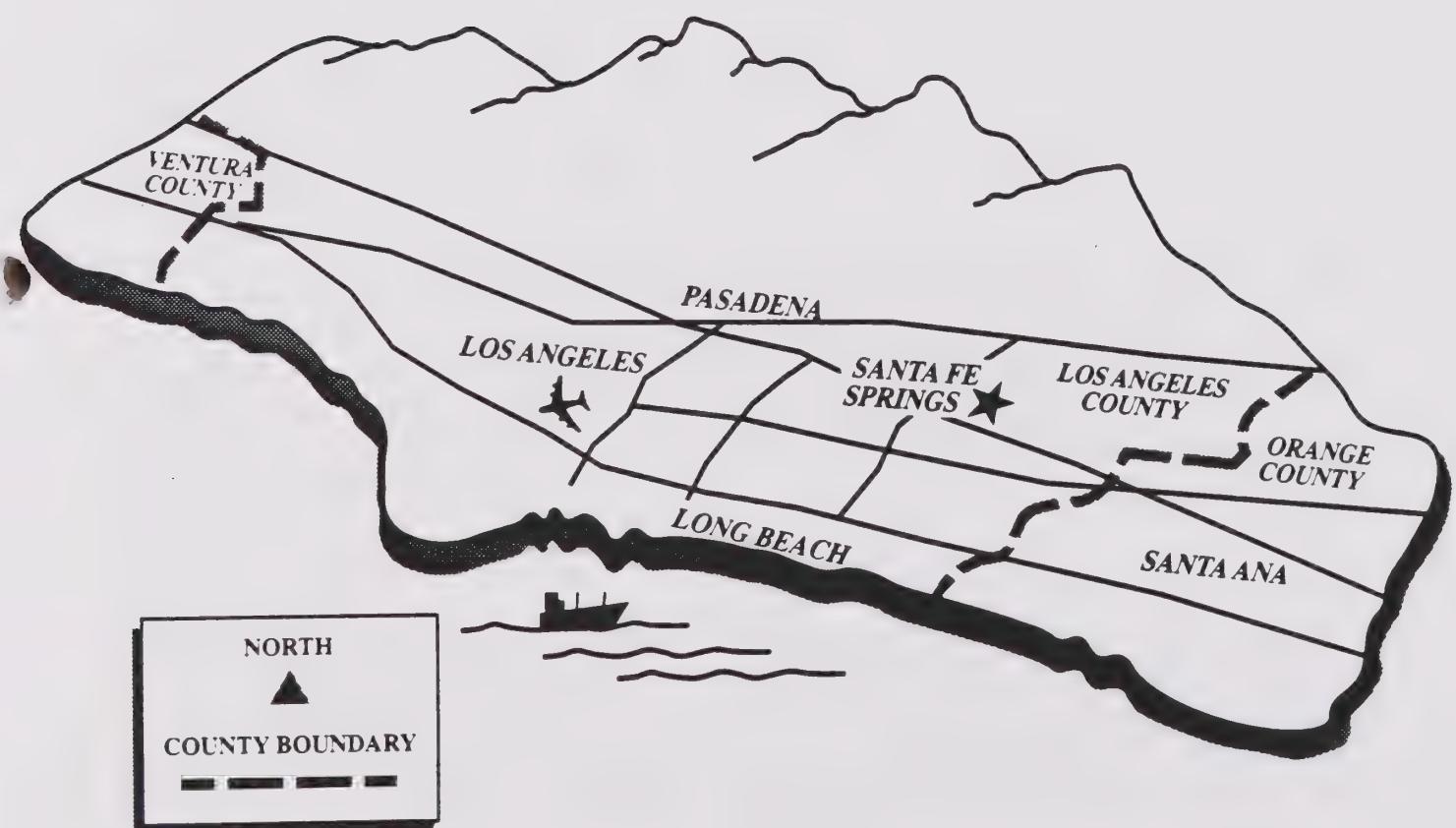
The identification of the potential for fires and other man-made and natural disasters and measures designed to reduce the loss of life, injury, and damage to property;

The identification of evacuation routes, peakload water supply requirements, and minimum road widths and clearances.

This Safety Element not only meets the minimum statutory requirements, but it identifies hazards unique to this community and sets forth a strategy of comprehensive activities and programs designed to specifically address these risks. In stating this strategy, the element defines constraints and opportunities for action and policy guidelines.

Map 1A

## Location of the City of Santa Fe Springs within the Los Angeles Basin



## **SCOPE AND CONTENT OF THE SAFETY ELEMENT**

The Safety Element focuses on the sources of community fear and safety (i.e.,hazards); the activities and programs designed to mitigate those hazards (i.e., delivery systems); the constraints and opportunities for action to address these hazards; and the policies which provide the planning context for future decisions in responding to the hazards. The element is organized by the following subject components:

1. Introduction
2. Geologic and Seismic Hazards
3. Flood and Inundation Hazards
4. Emergency Preparedness Delivery System
5. Fire Hazards
6. Fire Protection and Paramedic Delivery Systems
7. Hazardous Materials
8. Hazardous Materials Protection Delivery System
9. Crime and Traffic Safety Characteristics and Hazards
10. Crime Protection and Traffic Safety Delivery System
11. Critical Facilities Hazards
12. Safety Standards Delivery System
13. Public Safety Education System
14. Element Implementation

## **RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS**

The seven elements which comprise the Santa Fe Springs General Plan are required, by law, to be internally consistent. Together these elements provide the framework for development of those facilities, services and land uses necessary to address the needs, desires and public safety requirements of the City's residents and businesses. To ensure that these needs are clearly addressed, the elements must be interrelated and interdependent.

The Safety Element creates this interrelatedness and internal consistency. There is no more fundamental municipal goal than to provide for the public safety; therefore, virtually every action the City takes and every plan made for further growth and development directly impacts that goal. Many of the policy goals addressed in the other general plan elements directly impact safety. Examples include:

The Circulation Element addresses issues of traffic safety and emergency equipment access.

The Housing Element sets forth goals for housing stock maintenance which impact risks associated with crime and fire hazards.

The Land Use Element directly impacts the mix and geographical proximity of land uses, and in so doing, responds to mitigation of hazardous material, crime and urban fire risks.

The Open Space/Conservation Element identifies strategies addressing community environmental safety issues.

The Noise Element describes approaches to mitigating the adverse impact of noise on personal health and safety.

## PUBLIC PARTICIPATION IN ELEMENT DEVELOPMENT

Citizen participation was sought in the preparation of the Safety Element. Public presentations were made to the City's Traffic Commission, Safe Neighborhood Team Coordinator and Captain Committee, the Chamber of Commerce Business Emergency Preparedness Network Coordinating Committee, the Chamber of Commerce Security and Safety Committee, and the City's General Plan and Community Development Advisory Committee. Public Hearings were held before the City's Planning Commission and City Council. Input from each of these organizations has been incorporated as part of this document.

## ELEMENT DATA REFERENCES AND QUALIFICATIONS

Reference documents and sources for much of the data contained in the Safety Element are provided in the Appendix to the City's General Plan. Maps provided within the text of the Element are intended for general perspective and planning purposes. Maps are not necessarily to scale and should not be used for specific site analysis. Maps to scale and with site specific detail are available and are incorporated into the Element by reference.

## SUMMARY OF MAJOR ISSUES AND HAZARDS

Over the next twenty years, the most significant public safety hazards which the City of Santa Fe Springs will need to address are:

1. The need to continually respond to the environmental, land use, and emergency response concerns of the City's chemical-based and hazardous material industry. The hazards and City delivery systems associated with these uses are addressed in Sections 4, 5, 6, and 7 of this Element.

2. The need to better understand the causes, and to prevent the occurrence, of crime, and to develop better systems of apprehending and seeking the successful prosecution of perpetrators. Sections 4, 10, 12, and 13 of the Safety Element respond to these issues.
3. The need to better understand the impacts of regional seismic activity and to prepare for appropriate responses. Sections 2, 4, 6, 11, 12, and 13 of the Safety Element address this concern.
4. The need to prevent and, if necessary, effectively respond to urban fires unique to Santa Fe Springs, such as petroleum refineries and chemical-based explosions. Sections 4, 5, 6, 7, 11, and 12 focus on these risks.
5. The need to strike a planning balance between the economic development needs of the community and the impact of such upon the public safety infrastructure of the City. For example, the impacts of development upon public safety risks, such as hazardous materials, environmental degradation, traffic, crime, and emergency response will need to be assessed. The entire Safety Element addresses this issue.
6. The need to plan risk mitigation strategies within the limitations of public fiscal resources (i.e., the inability of public agencies to assume all the burdens of preventing and responding to the consequences of public safety hazards, whether natural or man-made). Sections 4, 6, 8, 10, 11, 12, and 13 of this Element discuss this within the context of future policies.
7. The need for the City to protect itself against hazards which historically have been regulated or mitigated by other public or private agencies and resources. As fiscal resources diminish for funding public social services, education, criminal justice and regulatory institutions, the demands on the Santa Fe Springs public safety system will increase. Sections 12 through 13 of the Safety Element address this issue.

Table 1A summarizes in graphic form the City's public safety risk structure as to the level and scope of hazards within the City of Santa Fe Springs.

## **PUBLIC SAFETY GOAL STATEMENT**

The City of Santa Fe Springs shall assert moral leadership and, where possible and reasonable, legal authority to protect the community from public safety hazards. This leadership shall be driven by the goal of providing the highest quality of life for the Santa Fe Springs community.

Table 1A

## City of Santa Fe Springs Level/Scope Assessment

<b>HAZARD</b>	<b>LEVEL OF RISK</b>			<b>SCOPE OF RISK</b>		
	LOW	MODERATE	HIGH	LOCAL	CITY-WIDE	REGIONAL
<b>EARTHQUAKE</b>						
Surface Rupture	■					■
Liquefaction	■				■	■
Ground-shaking	■		■		■	■
Slope Failure	■			■		
Tsunami	■					
Dam Failure	■					■
<b>LANDSLIDE</b>	■					■
<b>FLOODING</b>						
Local Ponding		■		■		
50 Year Flood	■			■		
100/500 Year Flood	■			■		
<b>FIRE</b>						
Industrial		■		■		■
Chemical		■		■		■
Gas main		■			■	
Subsurface	■			■		
High-Rise	■			■		
Wildland	■					■
<b>CHEMICAL CONTAMINATION</b>						
Road Spill		■		■		
Airborne		■			■	
Subsurface		■		■		
Radiological	■					■
<b>SEVERE AIRBORNE POLLUTION EPISODE</b>	■					■
<b>MAJOR ACCIDENT</b>						
Industrial		■		■		■
Major Road		■		■		■
Aircraft	■			■		
Railway	■			■		■
<b>WATER SHORTAGE</b>	■				■	
<b>CRITICAL FACILITY LOSS</b>	■			■		

## **SECTION 2 -- GEOLOGIC AND SEISMIC HAZARDS**

The Los Angeles Basin of Southern California consists of a virtually infinite variety of geologic and seismic conditions. These regional considerations impact the City of Santa Fe Springs; however, the City can also be viewed from the perspective of a much more limited number of natural conditions within its own boundaries. These conditions create specific and known hazards for the City to address in its public safety planning processes.

### **GEOLOGIC CHARACTERISTICS AND HAZARDS**

The geotechnic characteristics of the City of Santa Fe Springs are essentially the same as the entire Los Angeles basin. The geologic units of Santa Fe Springs and much of the surrounding area include both bedrock and surficial deposits. The bedrock units include siltstones, sandstones, and conglomerates of the upper Miocene age Puente Formation, Pliocene age Fernando Formation and Pleistocene age La Habra Formation. The surficial deposits include colluvium/alluvium and landslide debris, and are generally composed of poorly consolidated sediments of Pleistocene and Holocene age. These factors generally create moderate to high soil strength characteristics with some levels of expansiveness. Map 2A represents the general geologic characteristics of the Los Angles basin as they relate to the City of Santa Fe Springs.

The City is located west of the Puente hills which frame a lowland plain that slopes gently to the south and southwest toward the Pacific Ocean which is approximately 14 miles away. Elevations range from 166 feet above mean sea level near Florence Avenue and Carmenita Road to a low point of approximately 67 feet above mean sea level at Alondra Boulevard and Shoemaker Avenue. Drainage is generally toward the south and southwest and into the San Gabriel River. The western portions of Santa Fe Springs lie on the flood plain of the San Gabriel River.

#### **Geological Hazards**

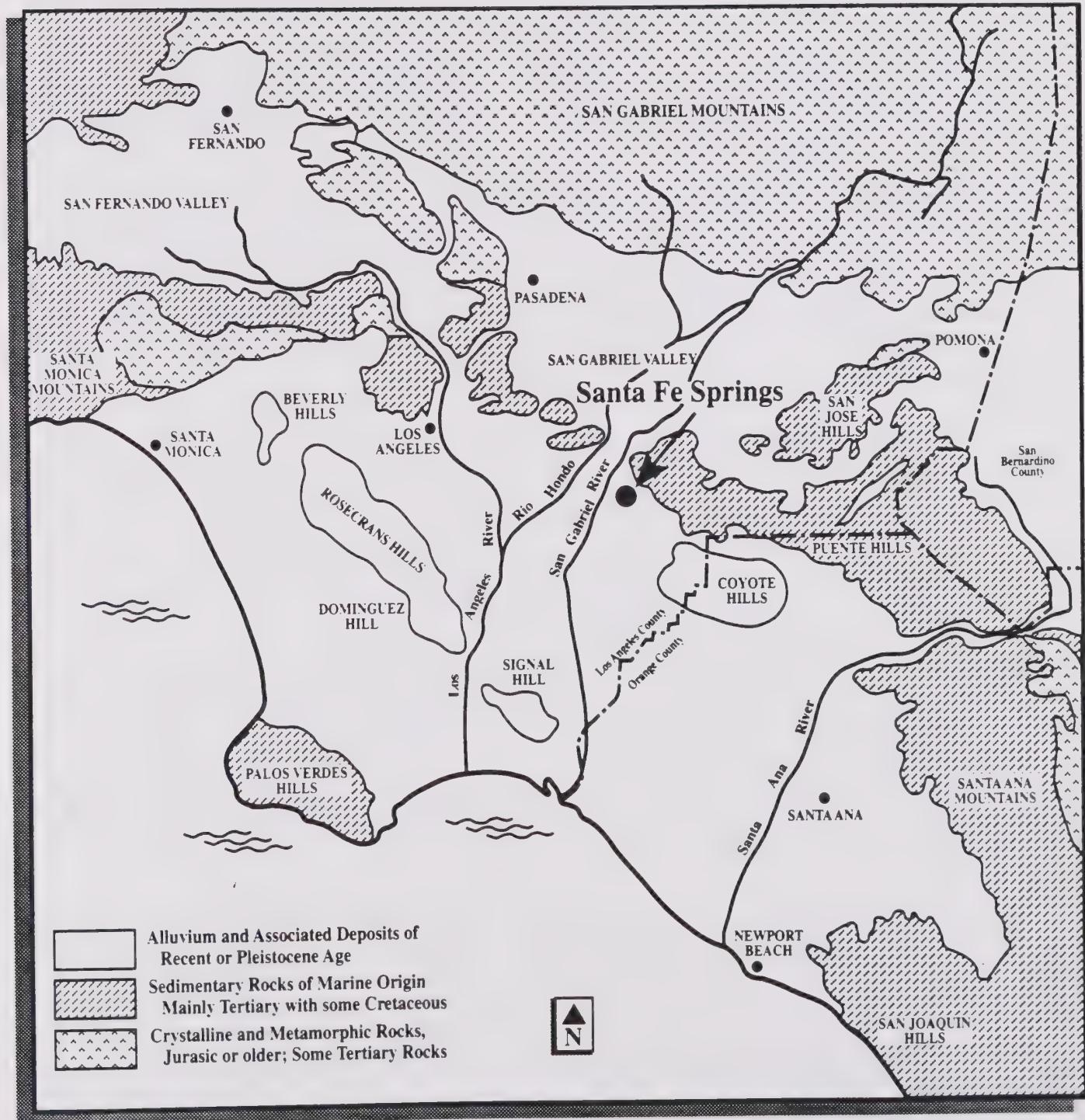
Minimal mud or landslide probability.

Low potential for liquefaction.

No apparent settlement or subsidence problems, except as affected by landfill, oil field and water table subsurface impacts.

# Santa Fe Springs

## General Geology of the Los Angeles Basin



## SEISMIC CHARACTERISTICS AND HAZARDS

Historically, California and the Los Angeles basin have always been seismically active. The City of Santa Fe Springs is located between the Norwalk Fault on the south and the Whittier-Elsinore Fault on the north. There are no known faults within the boundaries of the City.

There are approximately ten faults which impact the seismic characteristics of the Los Angeles basin. Six of these faults have been classified as "active" faults by the California Division of Mines and Geology. The five "active" faults which have the most direct impact on Santa Fe Springs are:

**Whittier-Elsinore Fault** - The Whittier-Elsinore Fault is approximately two miles north of the City. This northwest trending fault continues eastward from the Alhambra area through the Santa Ana Mountains to the Mexican border. The fault has historically experienced moderate activity, having produced numerous magnitude 4 earthquakes and a few at magnitude 5. The largest historical earthquake on this fault occurred in 1976 and had a magnitude of 4.2. The maximum credible earthquake for this fault is estimated to be of the magnitude 7.0. The estimated slip rate on this fault is 1.2 millimeters per year.

Elysian Park Fold and Thrust Belt - The Elysian Park fold and thrust belt is located approximately 8 miles northwest of Santa Fe Springs. The Elysian Park, and not the Whittier fault, was the site of the 1987 Whittier Narrows earthquake. The 1987 earthquake was a magnitude of 5.9 and this belt may be capable of producing a maximum credible earthquake magnitude of 6.5. The Elysian Park is cross-cut by several strike-slip faults, including the Whittier fault. This fold and thrust belt was unknown prior to the 1987 quake.

**Norwalk Fault** - Although the existence, location and activity status of the Norwalk fault has long been controversial, its location has generally been placed at the southern end of the Coyote Hills, between Buena Park and Fullerton. The Norwalk fault is generally known only from subsurface information, but late Quaternary activity has been cited, based on relatively young surface deposits along a trace of the fault. The fault is approximately 2 miles south of the City. It is believed that a magnitude 4.7 earthquake occurred on the Norwalk fault in 1929. Slip rate and probable magnitude data is not available.

**Newport-Inglewood Fault** - The Newport-Inglewood Fault is approximately 9 miles southwest of the City of Santa Fe Springs. The fault consists of an echelon series of northwest trending faults reaching from the southern edge of the Santa Monica Mountains south-eastward to the offshore area near Newport Beach. High historic seismic activity is suggested by numerous shocks greater than magnitude 4 and by the historic magnitude 6.3 Long Beach earthquake centered off-shore near Newport Beach in 1933. Although there has been no observed displacement associated with the Newport-Inglewood Fault, there has been subsurface fault displacement of approximately seven inches associated with the 1941 earthquake of magnitude 4.5. This fault is capable of generating a 7.0 magnitude earthquake within the next 50-100 years. The slip rate is estimated to be 0.5 millimeters per year.

**Sierra Madre Fault System** - Located approximately 25 miles north of Santa Fe Springs, the Sierra Madre fault system forms a prominent 50-mile long east-west structural zone on the south side of the San Gabriel Mountains. This fault system has been responsible for uplift of the San Gabriel Mountains by reverse faulting in response to south-north tectonic compression. The Sierra Madre fault system has been divided into the Cucamonga, Duarte, Dunsmore, San Fernando and Sierra Madre segments. A 5.8 earthquake occurred on the fault in 1991, 7 miles north of the City of Monrovia. The slip rate is approximately 2 millimeters per year. It is estimated that a 7.0 earthquake is credible on this fault system.

**San Andreas Fault** - This fault is widely recognized as the longest and most active fault in the State. The northwest to southwest-trending fault has been mapped continuously from Cape Mendiceno to the Gulf of California, a distance of over 700 miles. The south-central segment of the fault is approximately 37 miles east of Santa Fe Springs. The San Andreas fault has produced two 8 plus magnitude earthquakes: one in 1857 at Cajon Pass, central segment, and one in 1906 at Gilroy, the northern segment. The south-central segment yielded a magnitude 7.9 earthquake in 1857 at Fort Tejon. This segment is estimated to have a 30 percent chance of producing a 7.5 magnitude event by the year 2018. The maximum credible earthquake is estimated to be magnitude 8.5. The annual slip rate is high at 36 millimeters per year.

Historically a number of earthquakes have affected the Santa Fe Springs area. Those documented earthquakes are presented in Table 2A. Map 2B illustrates the major fault systems in the region.

**Table 2A**  
**Historic Earthquakes**  
**That Have Affected The Area**

DATE	FAULT OR LOCATION	RICHTER MAGNITUDE
1812	Newport-Inglewood-San Andreas (?)	6.9
1857	San Andreas	7.9
1910	Elsinore (?)	6.0
1920	Newport-Inglewood	4.7
1925	Santa Barbara	6.8
1929	Norwalk	4.7
1933	Newport-Inglewood (Long Beach)	6.3
1941	Newport-Inglewood (?)	4.9
1941	Newport-Inglewood (?)	5.4
1971	Sierra Madre (San Fernando)	6.6
1971	San Fernando	5.1
1979	San Bernardino Mountains	4.9
1987	Elysian Park – Whittier Narrows	5.9
1987	Elysian Park	5.3
1988	--	5.2
1988	Elysian Park (?)	5.0
1989	Fault complex – Santa Monica Bay	5.0
1991	Sierra Madre	5.8
1994	Northridge	6.7

**NOTE:**

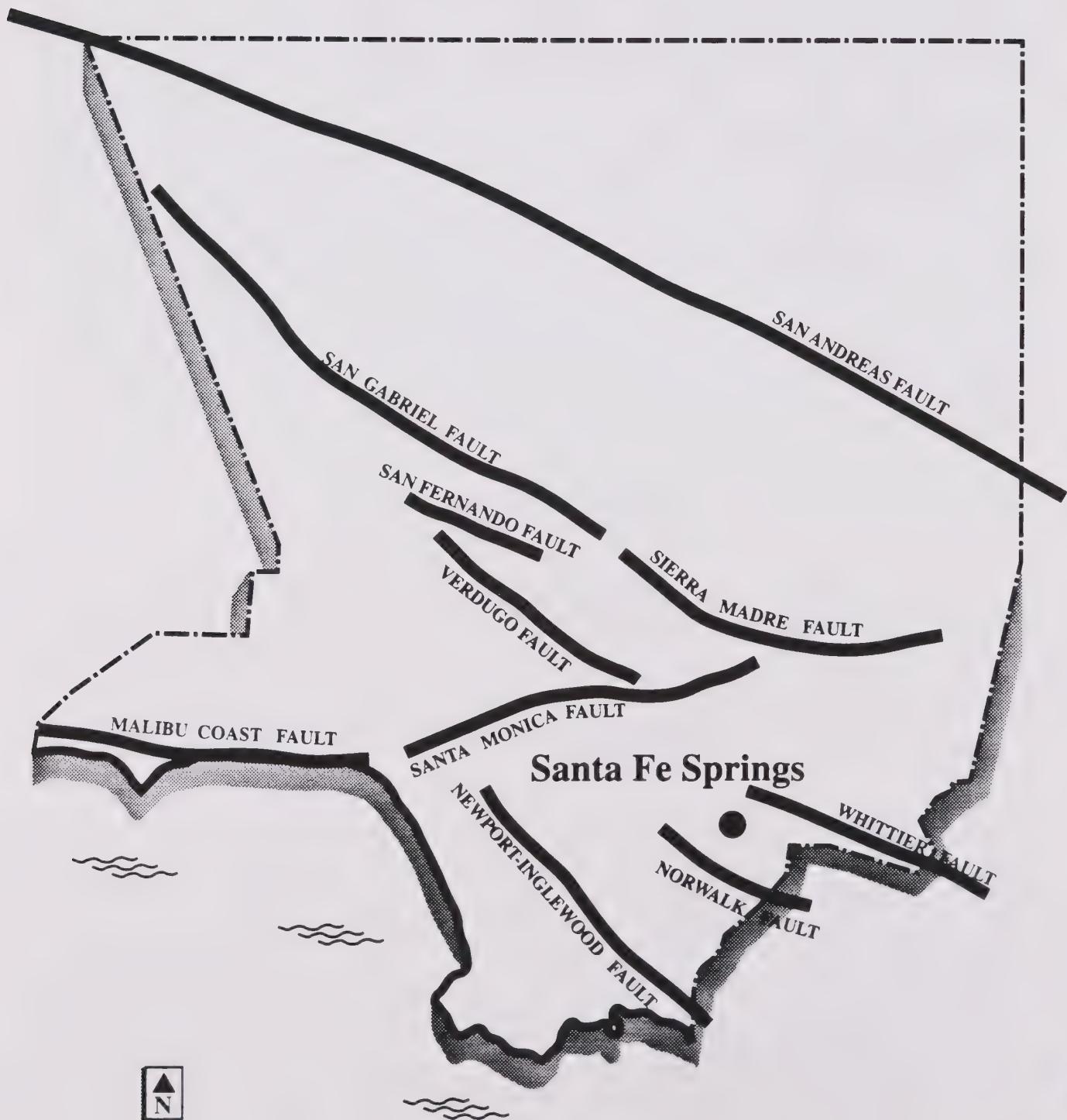
- 1) Richter magnitudes for earthquakes prior to 1933 are estimated as based on historical accounts.
- 2) (?) Indicates where fault source has not been verified.

**SOURCE:**

Los Angeles County Safety Element, 1990; Seismological Center,  
California Institute of Technology, 1992.

Map 2B

## Santa Fe Springs Major Fault System of the Los Angeles Basin



## Seismic Hazards

Ground shaking is probably the most damaging component of an earthquake. Strong motion lasts a few seconds in a moderate quake to as much as four minutes in a large earthquake. This motion is exaggerated on loose, water-saturated ground, and is less damaging on solid rock. The degree of ground shaking is dependent on the distance from the epicenter. Ground shaking in Santa Fe Springs can be expected from any moderate earthquake in the Los Angeles basin. Fires, gas leaks, explosions, hazardous materials spills, the interruption of utility services, and damage to the infrastructure are hazards resulting from ground shaking. Structures that are highly susceptible to earthquake hazards include un-reinforced masonry buildings, buildings with non-bearing walls and partitions, non-ductile concrete frame buildings, pre-cast tilt-up construction, long span and irregularly-shaped structures.

Surface faulting develops scarps, grabens (trenches), fractures, and pressure ridges in the area directly associated with the fault line. There are no known fault systems within the City and therefore the likelihood of surface faulting is minimal to none. Should such occur, the most common hazards are damaged utility lines, sheared roadways and structural damage.

Ground failures, of various types, accompany earthquakes. These include landslides, fracturing, cracking and fissuring, liquefaction, slumping, subsidence, uplift and tilting. In Santa Fe Springs, landslides are not generally a hazard. Because of the City's relatively distant proximity to actual fault lines, fracturing, cracking, fissuring, uplift and tilting are not considered to be a significant risk in Santa Fe Springs. Liquefaction within the City is generally not a hazard as the water table is generally deeper than 50 feet. Areas immediately adjacent to the San Gabriel River may have moderate liquefaction risk. Slumping and subsidence are generally at low risk, but some risks may exist in landfill, oil field and high water table areas.

Seismic sea waves should not affect Santa Fe Springs because of its inland location.

## CONSTRAINTS AND OPPORTUNITIES

### Constraints

The level of seismic activity and resulting risk to life and property in Southern California is high.

There are structures within the City which are vulnerable to ground shaking hazards as to both structure and contents.

There remain some unknown geotechnic impacts on land subsidence which must be evaluated in potential land use situations, e.g., landfill, high water table and oil field/methane subsurface structures.

### Opportunities

No known earthquake faults pass directly through the City.

The relative low density of development in Santa Fe Springs does mitigate some of the effects of major earthquake activity.

Redevelopment activity continues to reduce the inventory of seismically hazardous structures within the City.

The City is relatively free of mud and landslide, liquefaction and subsidence hazards.

## GOALS

- 2.1 The highest of priorities in the land use planning process shall be given to minimizing serious injury, loss of life and property as a result of seismic activity.
- 2.2 The highest of priorities in the land use planning process shall be given to insuring the continuity of vital services and functions in the event of an earthquake.
- 2.3 Continue active redevelopment to remove structures which are vulnerable to seismic activity.
- 2.4 Continue review of various public-private sector funding options for structural seismic retrofitting.

## POLICIES

- 2.1 Soils analysis and seismic review should be a part of the planning process for large development projects or where a "critical facility", as defined in Section 11 of the Safety Element, is involved.
- 2.2 The City shall continue to adopt by reference the seismic standards of the Uniform Building Code; however, as new seismic safety technologies emerge the City should be proactive in amending its standards.

Sections 4 and 13 of the Safety Element contain goals and policies that relate to this Section.

## **SECTION 3 -- FLOOD AND INUNDATION HAZARDS**

This section of the Safety Element identifies flood and inundation hazards in Santa Fe Springs to be a relatively low risk. Low risk does not, however, dismiss the potential as non-existent and, therefore, an appropriate level of public safety response is necessary.

### **DAM INUNDATION CHARACTERISTICS AND HAZARDS**

The Whittier Narrows Dam is located 5 miles northwest of the City of Santa Fe Springs' northern boundary. It is 7.5 miles down stream of the Santa Fe Flood Control Basin. It is west of the San Gabriel River flood control channel and the San Gabriel River Freeway (I 605). The Whittier Narrows dam is earth filled and was built in 1956. It has a capacity of 66,180 acre-feet and is operated by the U.S. Army Corp of Engineers.

In the unlikely event of dam failure, the water flow direction would be southerly toward the cities of Pico Rivera, Whittier, Santa Fe Springs, Downey and Norwalk. The area of inundation would be bounded by Norwalk Boulevard on the east and the Los Angeles River on the west. A water depth level of approximately 5 feet is predicted for the northern most part of Santa Fe Springs with an arrival time of one hour, gradually declining in depth to four feet at the southern end of the City's impacted area.

Reference Map 3A for overlay of projected dam inundation area in Santa Fe Springs should a failure of the Whittier Narrows Dam occur.

This inundation zone would impact virtually the entire residential area of the City. This would require the evacuation of numerous residents and businesses. This evacuation requires the pre-designation of high capacity evacuation routes. These routes are identified on Map 3B.

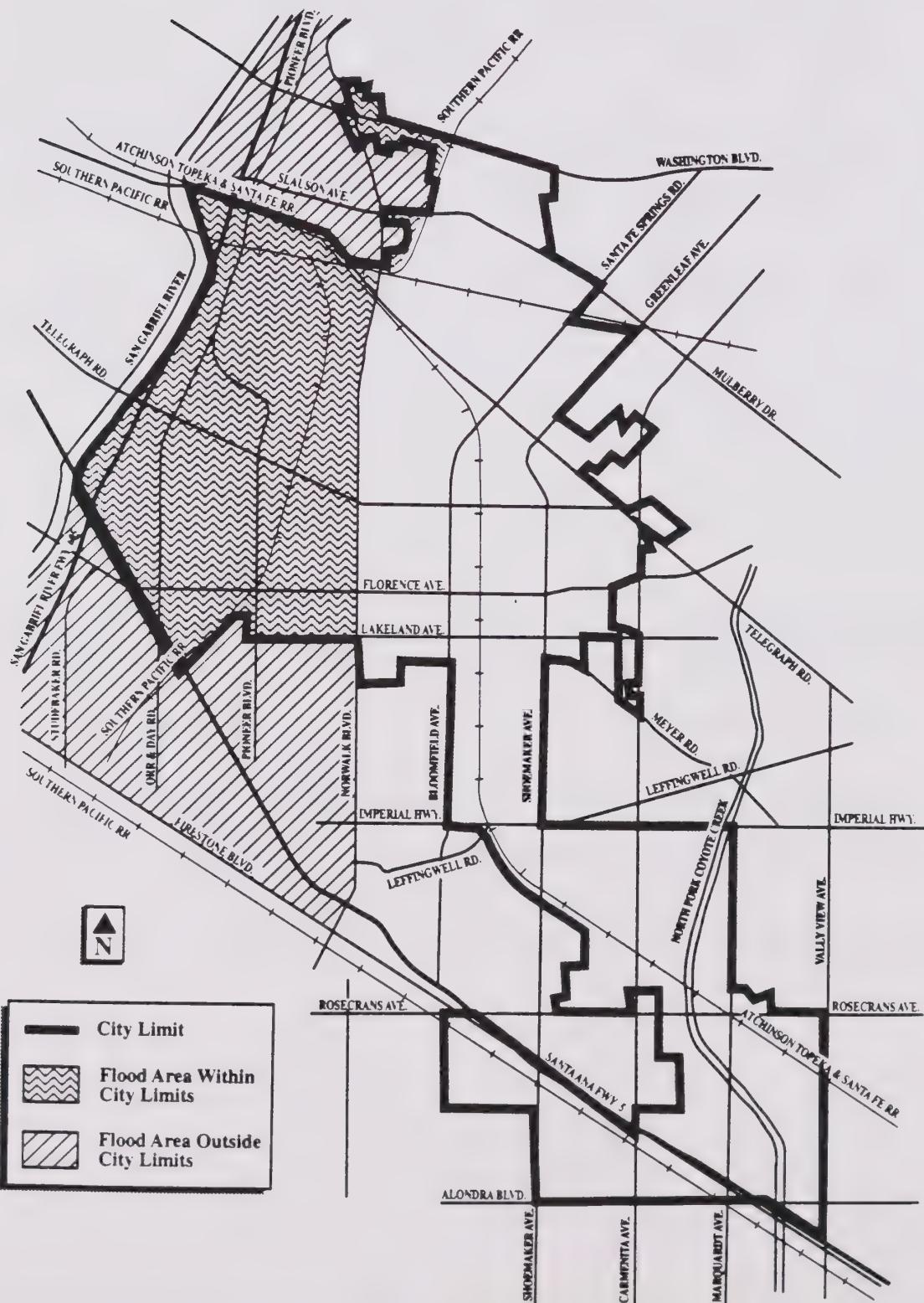
#### **Dam Inundation Hazards**

Dam inundation could require the evacuation in Santa Fe Springs of 15,000 residents and approximately 300 businesses. This could require the short-term sheltering of approximately 20,000 individuals and 1,500 animals.

Inundation could cause community life and business interruption. Additionally, substantial property damage could occur as the result of water and mud damage.

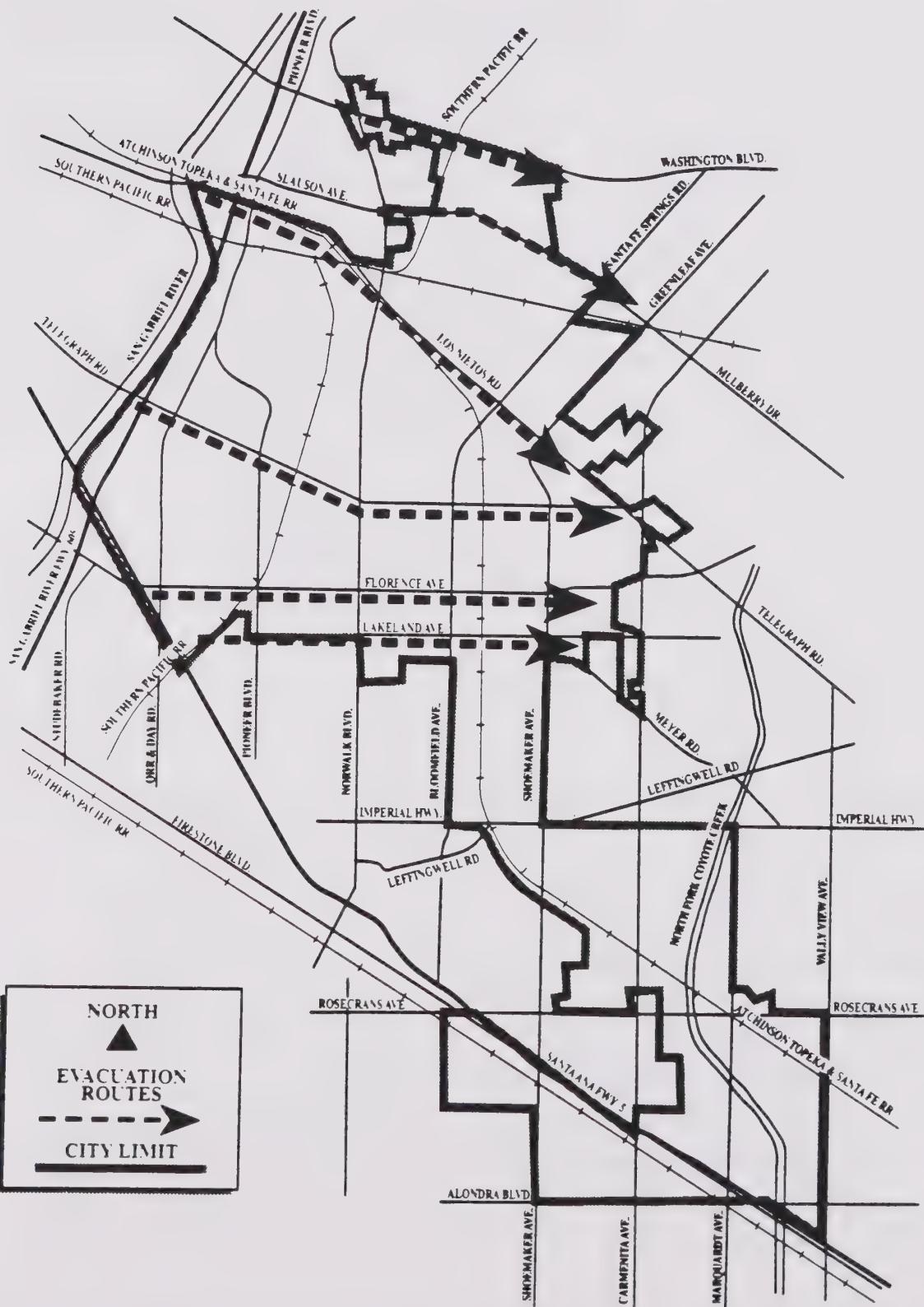
Map 3A

## City of Santa Fe Springs Dam Failure Flood Inundation Map



Map 3B

## City of Santa Fe Springs Flood Inundation Evacuation Routes





## STORM FLOODING CHARACTERISTICS AND HAZARDS

The City of Santa Fe Springs is under the jurisdiction of the Los Angeles County Department of Public Works' Flood Control District for major flood control caused by storms. The District constructs and maintains regional storm drains and flood channels. The District has prepared a map titled "Flood Control and Water Conservation" in the City of Santa Fe Springs which is incorporated into this Safety element by reference.

The City of Santa Fe Springs constructs and maintains local storm drains to minimize flooding conditions. These drains are generally designed for ten-year storms. The City's Storm Drain Master Plan for existing and proposed local and regional storm drains is incorporated into the Safety Element by reference.

The City participates in the National Flood Hazard Insurance Program. Under this program, flood hazards have been determined based on 500 and 100 year storms and construction is prohibited in these areas unless the flood hazards have been mitigated. In compliance with the Flood Hazard Insurance Program, the City has adopted a Flood Damage Prevention Ordinance, which is included in this Safety Element by reference. Map 3C locates the flood hazard areas as identified by the National Flood Insurance Program.

### Storm Flood Hazards

Storm floods could result in the loss of life and property and the creation of public health and safety hazards. Storm floods could cause disruption of commerce and governmental services and could adversely impact the tax base.

## CONSTRAINTS AND OPPORTUNITIES

### Constraints

The City has limited ability to directly control incidents of flooding. Such flooding would most likely be from natural causes or the failure of the Whittier Narrows Dam.

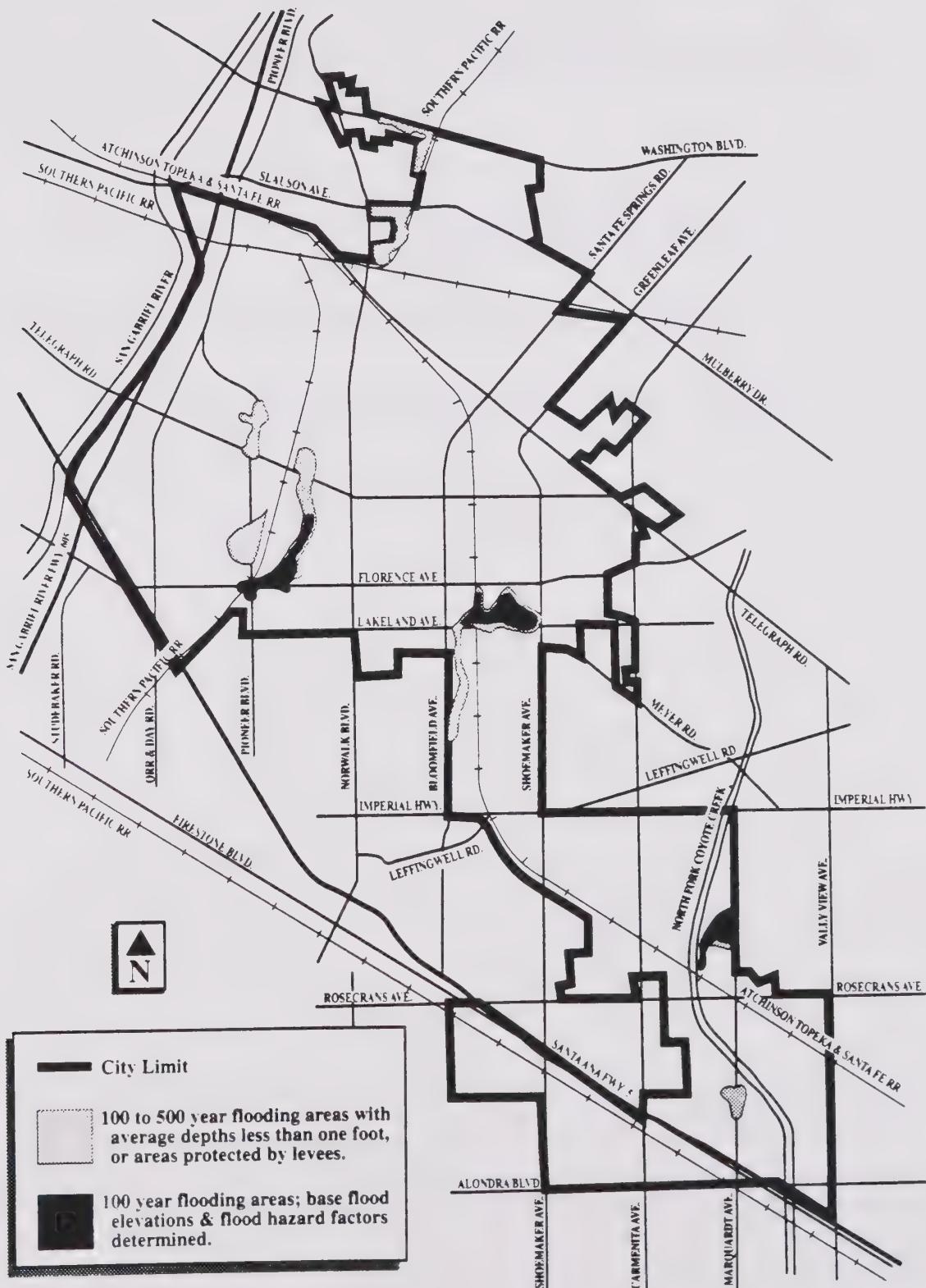
### Opportunities

The risks of flooding and inundation in Santa Fe Springs are very low.

The City and County have existing Flood Control and Storm Drain Master Plans.

The City has developed a flood inundation evacuation plan.

## City of Santa Fe Springs Local Flooding Zones



## **GOALS**

- 3.1 City employees who might be involved in the evacuation due to dam failure and inundation should be briefed on the evacuation plan and the location of sheltering facilities east of the City.
- 3.2 At five year intervals, the County and City Storm Drain Master Plans should be reviewed for sufficiency.

## **POLICIES**

- 3.1 The City will continue its commitment to implementation of the Storm Drain Master Plan and work with the County to do the same.
- 3.2 The land use planning process will include the development standards of the National Flood Hazard Program.

Section 4 of the Safety Element contains policies which relate to this Section.

## **SECTION 4 -- EMERGENCY PREPAREDNESS DELIVERY SYSTEM**

The emergency preparedness system for the City of Santa Fe Springs fully integrates all the resources of the city organization as well as those of the business and residential communities. Every City department and employee has defined roles to be performed in the preparation for, during, and after an emergency. A corps of trained and organized community volunteers represents a significant and vital commitment to a coordinated and complete community response to any emergency, regardless of scope. Primary management responsibility for the system rests with the Department of Police/Community Relations.

### **CITY EMERGENCY PREPAREDNESS RESOURCES**

The first element of the City's three element approach to preparing for an emergency is the City's emergency management system and resources.

#### **Significant Characteristics of the Emergency Response Resource Program**

1. The City's emergency response management structure is part of the statewide system of inter-agency coordinated response, overseen by the State Office of Emergency Services (OES). The State Master Mutual Aid Agreement provides mutual aid between and among cities, counties, state agencies, and the private sector. In 1993, OES adopted the Standardized Emergency Coordination System (SEMS) which is designed to facilitate the flow of emergency information and resources within and between the organizational levels.

State Government Code Section 8607 specifies these inter-agency decision-making and resource allocation processes. Under SEMS, counties and cities have both inter-agency responsibilities and local decision-making authority. The county level "operational area" is an intermediate level deliverer and coordinator of State services. Cities have incident command and city emergency operations center responsibilities. Chart 4A illustrates these structural relationships.

2. In a broad-scope disaster response, the City's emergency management system is defined by the City's "Multi-Hazard Functional Plan", which is included in the Safety Element by reference. The Plan creates a City response organization and set of responsibility allocations by City department. Chart 4B illustrates these structural relationships. Table 4A is a grid providing guidelines for City department functional responsibility assignments during a disaster management mode.
3. Detailed emergency response operational plans and procedures are contained in the City's "Emergency Operations Plan and Procedures Manual" which is incorporated by reference into the Safety Element. This plan calls for activation of the City's Emergency Operations Center (EOC). The City's dedicated EOC consists of an operations room for inter-department and agency coordination of field operations, a radio/communications room, an executive decision-making/ conference room, supply and equipment storage, an employee sheltering room, sanitary facilities, and an emergency power generator. The City's alternate EOC is the Police Services Center.

Chart 4A

## City of Santa Fe Springs Intergovernmental Emergency Management System

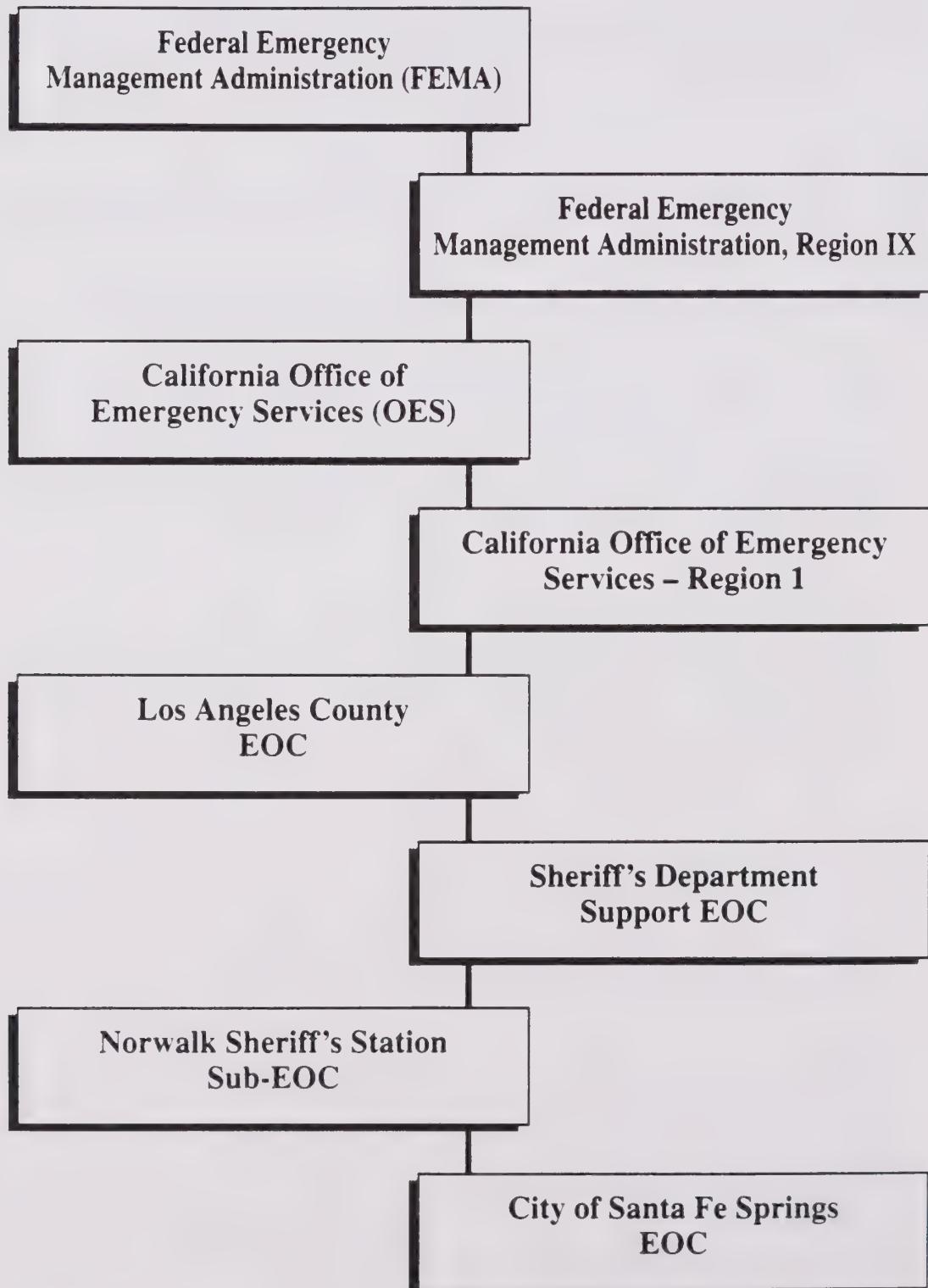


Chart 4B

## City of Santa Fe Springs Emergency Management Organizational Structure

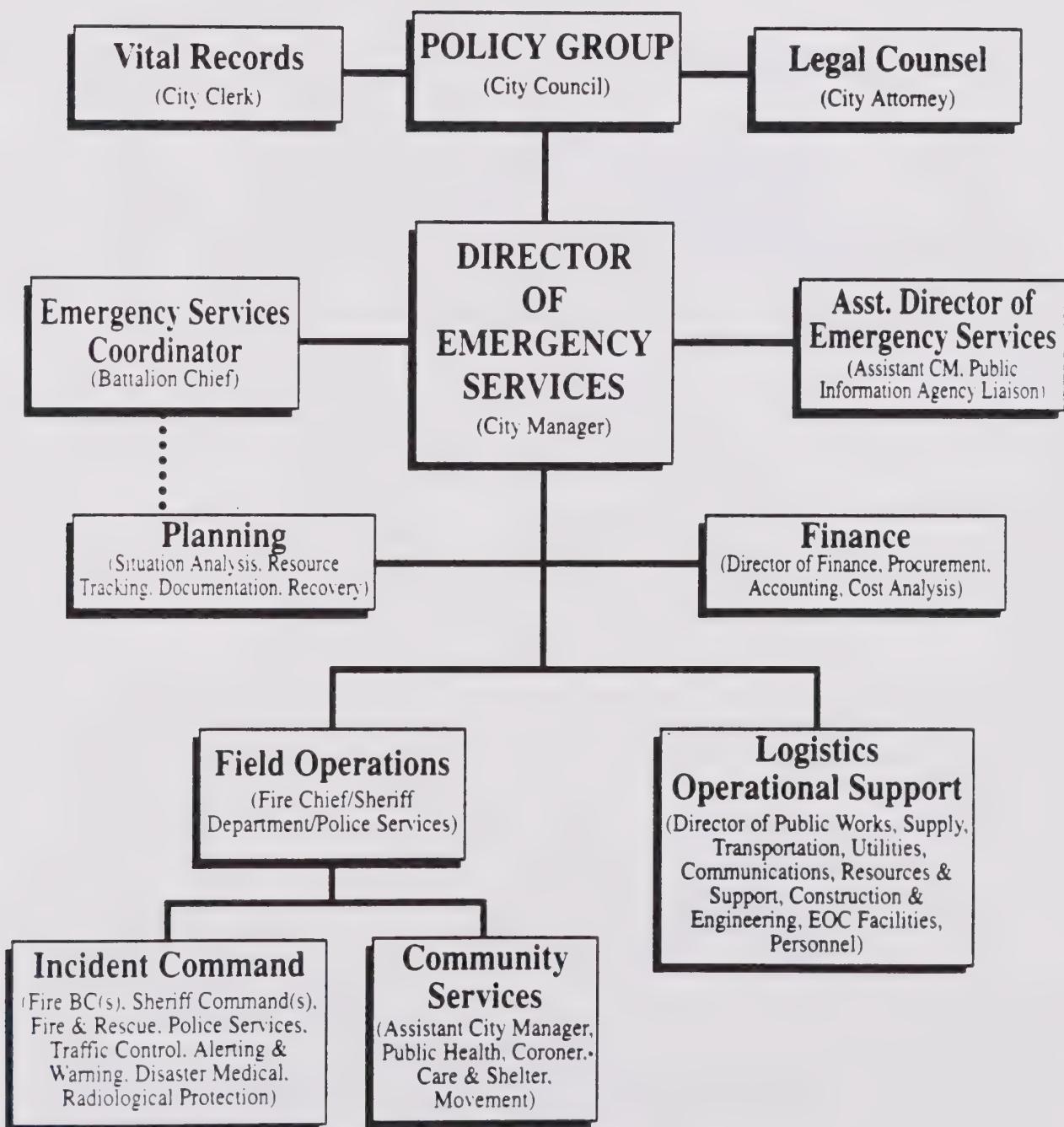
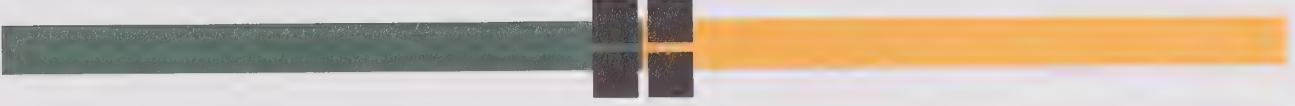


Table 4A

## City of Santa Fe Springs Emergency Response Functional Responsibilities

**P = Primary    S = Support**

City Departments, Local Agencies/Organizations		Management	Communications	Alerting & Warning	Situation Analysis	EOC Facilities	Vital Records	Policy Direction	Financial Services	Recovery Planning	Liaison- Disaster Response & Recovery	Fire & Rescue	Law Enforcement	Access Control	Medical	Public health	Coroner	Care & Shelter	Movement	Rescue	Construction & Engineering	Supply & Procurement	Personnel	Transportation	Utilities	Emergency Public Information	Radiological Protection			
		P	S	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P				
City Manager/ES Director		P						P	P																					
Emergency Services Coordinator	S	S	P							P																				
Administration																														
City Clerk								P																						
City Attorney									S																					
Personnel							S																P	P						
Community Services					S			S					S	P	P	P						P	S							
Library																						S								
Recreation																						S	S	S						
Social Services																	S	S	S											
Public Works								S					S																	
Engineering				P															P	P	P	P	P	P	P	P	P			
Maintenance			P										S	S	S				S	S	S	S	S	P	P	S				
Fire				P													S										S			
Suppression/Rescue													P	P	P			S	P								P			
Prevention/HazMat				S					S																					
Finance								P	P	S																P	S			
Planning					P				S																					
Police Services/Sheriff	S	S	P	P	P	S	S	P	S	P	P												P	P	S					
L.A. County Health Services																	S	P								S				
L.A. County Coroner																			P											
American Red Cross																	S	S	P											
Public Utilities																										P				
School Districts																			S	S										
Disaster Communications	S																													
Salvation Army																			S											
SE Area Animal Control																			S											



4. In addition to normal City department operational radio frequencies, two 800 mhz frequencies have been dedicated for disaster operations. Two additional Public Works frequencies are being added to relieve radio traffic burdens during emergencies.
5. The City maintains several pieces of equipment and supply caches dedicated to a disaster response. This equipment includes: an emergency cache tractor/trailer, mass casualty care trailer, mobile command center, mobile field kitchen, portable restrooms, 800 gallon potable water trailer, and a mobile emergency generator trailer. City facilities are equipped with food, shelter, and water supplies.
6. The City owns and maintains a fully equipped and certified emergency services helipad, including night landing capability.
7. The City contracts for an emergency telephone notification system, under which recorded emergency messages can be communicated to impacted residences and businesses. The system can call up to 1,000 locations per hour. The system capability extends to all adjacent communities so that regional impact notifications can be made by the City.

## **BUSINESS EMERGENCY PREPAREDNESS NETWORK**

The second element in the City's emergency preparedness system is the business person volunteer program, the Business Emergency Preparedness Network (BEPN).

### **Significant Characteristics of the Business Emergency Preparedness Network**

1. The BEPN is on the Santa Fe Springs Chamber of Commerce organization chart as a division with a Vice-President and citizen Coordinating Committee. It is an integral part of the City of Santa Fe Springs' Emergency Preparedness Plan and response organization.
2. The BEPN is organized to be a communications link between the Santa Fe Springs business community and the City's EOC and to support businesses in being self-reliant during a disaster. The Network is staffed by business volunteers.
3. Volunteers are trained in preparing for, responding to, and recovering from a disaster. Training includes the roles of businesses in making the BEPN system work.
4. The BEPN is organized into geographical zones, each with an EOC and emergency equipment cache. Chart 4C presents this organization's structure.

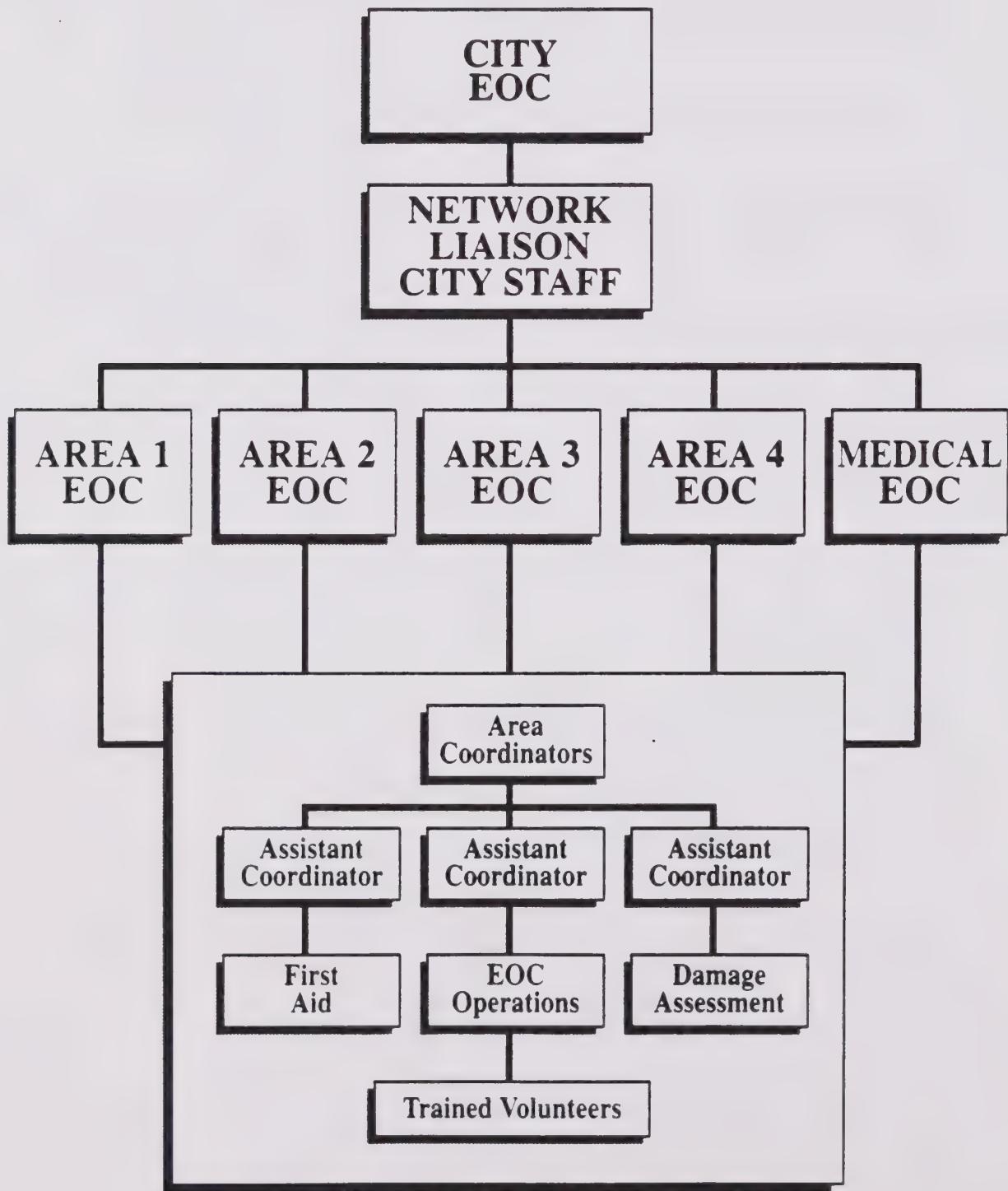
## **RESIDENTIAL EMERGENCY PREPAREDNESS PROGRAM**

The third element of the City's emergency preparedness plan is the residential volunteer system, the Safe Neighborhood Team Program.



Chart 4C

## City of Santa Fe Springs Business Emergency Preparedness Network

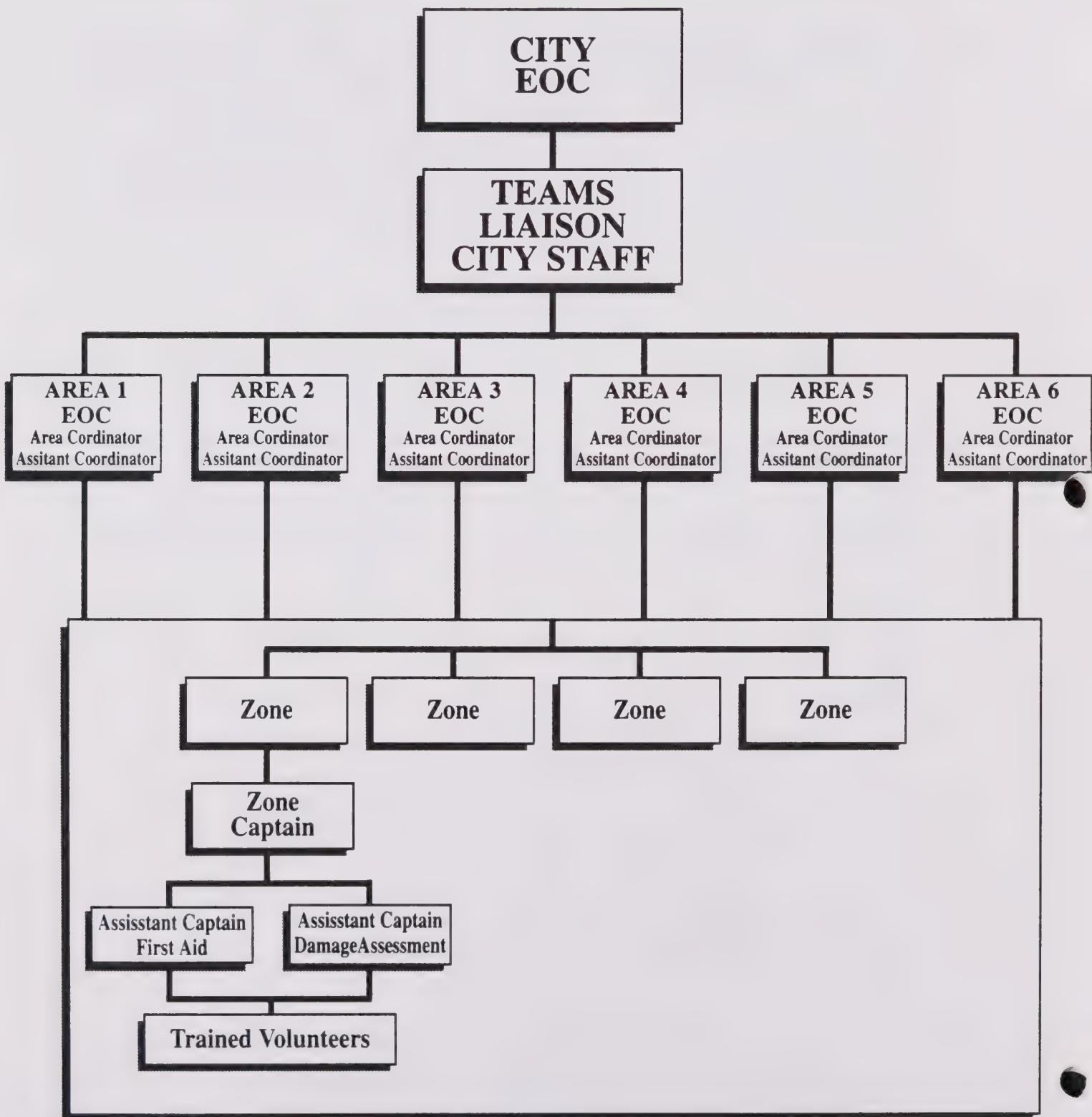




## Significant Characteristics of the Safe Neighborhood Team Program

1. The Safe Neighborhood Team program is organized to promote both crime prevention and emergency preparedness. The organization includes a citizen Coordinator Committee.
2. The Program is staffed by volunteers trained in emergency pre-planning and response skills. It is organized to create a communications link between residential neighborhoods and the City's EOC, and is designed to make them self-reliant during disasters.
3. The Program is organized into neighborhood zones, each having EOC's with equipment caches located at all City school sites. Each EOC has radio communications with the City's EOC. Chart 4D presents these organizational relationships. Table 4B lists the locations of neighborhood Emergency Operations Centers.

**Chart 4D**  
**City of Santa Fe Springs**  
**Safe Neighborhood Teams – Emergency Response**



**Table 4B**

**City of Santa Fe Springs  
Safe Neighborhood Team EOC Locations**

<b>EOC</b>	<b>ZONES</b>	<b>STORED AT</b>	<b>PRIMARY</b>	<b>SECONDARY</b>
1	13, 14, 15, 17	Lakeview Elementary	Lakeview Elementary	Santa Fe Springs Park
2	4, 5, 6, 9	Rancho Santa Gertrudes Elementary	Rancho Playground	Neighborhood Center
3	7, 8, 10, 11	Jersey Elementary	Santa Fe Springs Athletic Fields - East	Los Nietos Park - West
4	16, 18, 19, 22	Santa Fe High School	Santa Fe High School - Track Area	Aquatic Center
5	20, 21, 23, 24	Lake Center Intermediate	Lake Center Athletic Park	Little Lake Park
6	1, 2, 3, 12	St. Paul High School	St. Paul High School	Fire Station #2



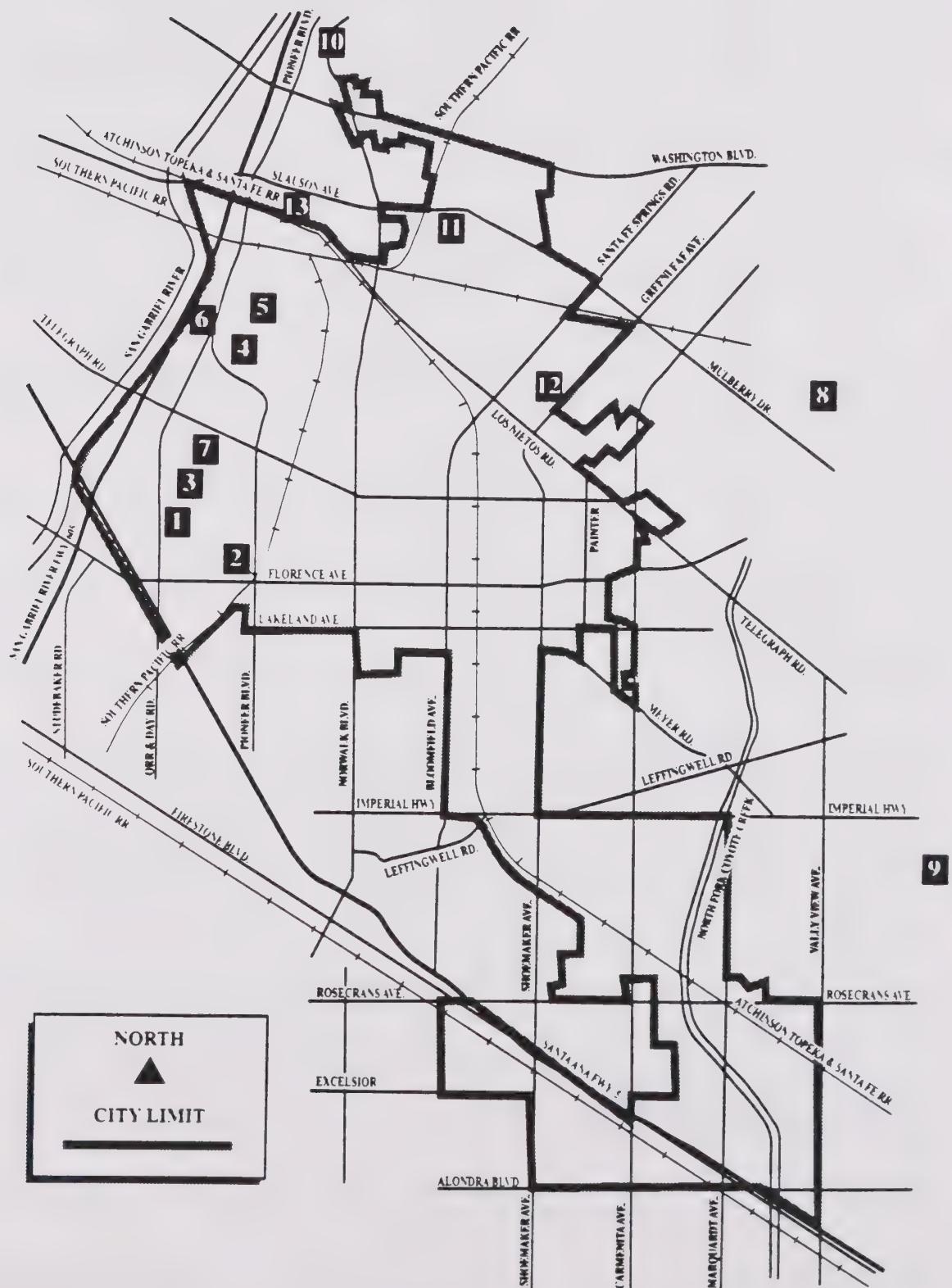
## SHELTERING FACILITIES

The City and the American Red Cross, Rio Hondo Chapter, have designated a number of emergency shelter locations both within and outside the City. Shelters could be staffed by a combination of Red Cross volunteers and shelter-trained City employees. Both the Red Cross and City have sheltering supplies and equipment.

Map 4A identifies the locations of designated sheltering facilities within and adjacent to the City. Table 4C provides the location names and addresses as a legend to Map 4A.

Map 4A

## City of Santa Fe Springs Emergency Shelter Locations



**Table 4C**  
**City of Santa Fe Springs**  
**Emergency Shelter Locations**

<b>MAP CODE</b>	<b>FACILITY</b>	<b>ADDRESS</b>
<b>1</b>	Santa Fe High School	10400 Orr & Day Road
<b>2</b>	Lake Center School	10503 Pioneer Boulevard
<b>3</b>	Lakeview School	11500 Joslin Avenue
<b>4</b>	Jersey Avenue School	9400 Jersey Avenue
<b>5</b>	Activity Center	11143 Charlesworth
<b>6</b>	Neighborhood Center	9255 Pioneer Boulevard
<b>7</b>	Town Center Hall	11740 Telegraph Road
<b>8</b>	California High School	9800 Mills
<b>9</b>	La Mirada High School	13520 Adelfa Drive
<b>10</b>	Pioneer High School	10800 Pioneer Boulevard
<b>11</b>	L.A. County Neighborhood Center	11644 Slauson
<b>12</b>	St. Paul High School	9635 Greenleaf
<b>13</b>	Los Nietos Middle School	11425 Rivera Road

## CONSTRAINTS AND OPPORTUNITIES

### Constraints

The City's location in the region makes it vulnerable to regional disasters and obligates it to regional decision-making during emergency responses.

Many vital community services (e.g., utilities and mass medical care) are not under the control of the city and tend to be more regionally-based and, therefore, subject to non-local priorities.

### Opportunities

The City has developed a well-organized, equipped, staffed and trained disaster response capability.

The City emergency preparedness plan includes an effective community volunteer component. These volunteers are well-organized, equipped and trained.

Local disaster agencies, such as the Red Cross, Salvation Army and Area E Disaster Services Office, are effective and integrated into the City's response plan.

## GOALS

- 4.1 Not less than every three years, conduct a complete review, and, as necessary, amend the City's Emergency Preparedness Master Plan, Multi-Functional Plan and Emergency Operations and Procedures Plan.
- 4.2 Support all inter-governmental efforts to create effective disaster management systems.
- 4.3 Continue the training of City employees on disaster response operations, including simulation exercises.
- 4.4 Identify and communicate to the public an inventory of emergency systems within the City (e.g., potable water, water for fire protection, communications, security, waste collection, and emergency energy).
- 4.5 Continue training of City employee families, and the families of business employees within the City on home emergency preparedness in order to enhance employee availability for response.
- 4.6 Identify locations for priority disaster assistance attention (e.g., the households of senior citizens and the disabled).
- 4.7 Maintain and improve the data base systems of the City's Emergency Operations Center, including risk data and resource availability lists.
- 4.8 Continue to improve the City's communications systems through the creation of redundancies and enhanced use effectiveness.
- 4.9 Within reasonable resource expenditure levels, continue to enhance the City's inventory of dedicated emergency preparedness supplies and equipment.
- 4.10 Seek ways to enhance the City's sheltering inventory, especially facilities outside of the potential dam inundation area identified in Section 3 of the Safety Element. Churches, warehouses, and other private sector options should be explored.
- 4.11 Continue to develop debris removal techniques and strategies.
- 4.12 Encourage high occupancy locations, particularly senior citizen uses, to develop emergency preparedness plans, including evacuation.
- 4.13 Explore emergency water pumping apparatus (e.g., swimming pools) to supplement Fire Department equipment during emergencies.
- 4.14 Seeks way to locate emergency preparedness cache at senior citizens facilities.

## **POLICIES**

4.1 The City is committed to minimizing damage to life and property in the event of a major regional or local disaster.

Sections 2, 3, 5, 7, 11, and 13 of the Safety Element provide statement goals and policies relevant to this section.

## **SECTION 5 -- FIRE HAZARDS**

The City of Santa Fe Springs has a significant number of high risk fire hazards which require the commitment of substantial planning and mitigation resources. These risks are, for the most part, identifiable and can be reduced in level and scope through proper preventative planning.

### **BRUSH WILDFIRE CHARACTERISTICS AND HAZARDS**

Generally, the City of Santa Fe Springs does not have uncontrolled open space areas of vegetation growth, as might normally be found in hills or canyons. The City contracts with the Los Angeles County Department of Agriculture to conduct the City's weed abatement program on undeveloped properties. Inspections in the fall and spring of each year yield a list of properties with overgrown vegetation to be abated.

#### **Brush Wildfire Hazards**

There is minimal to no risk exists for significant brush wildfires within the City of Santa Fe Springs.

### **URBAN FIRE CHARACTERISTICS AND HAZARDS**

The City of Santa Fe Springs is a highly industrialized community and as such is susceptible to a variety of urban fires occurring in developed areas which could destroy buildings and other man-made structures. Fires are often due to accidents, carelessness, faulty wiring or electrical equipment, and are exacerbated by combustible modern construction materials, the absence of fire alarms and sprinkler systems, and the presence of fire-supporting chemicals.

#### **Urban Fire Hazards**

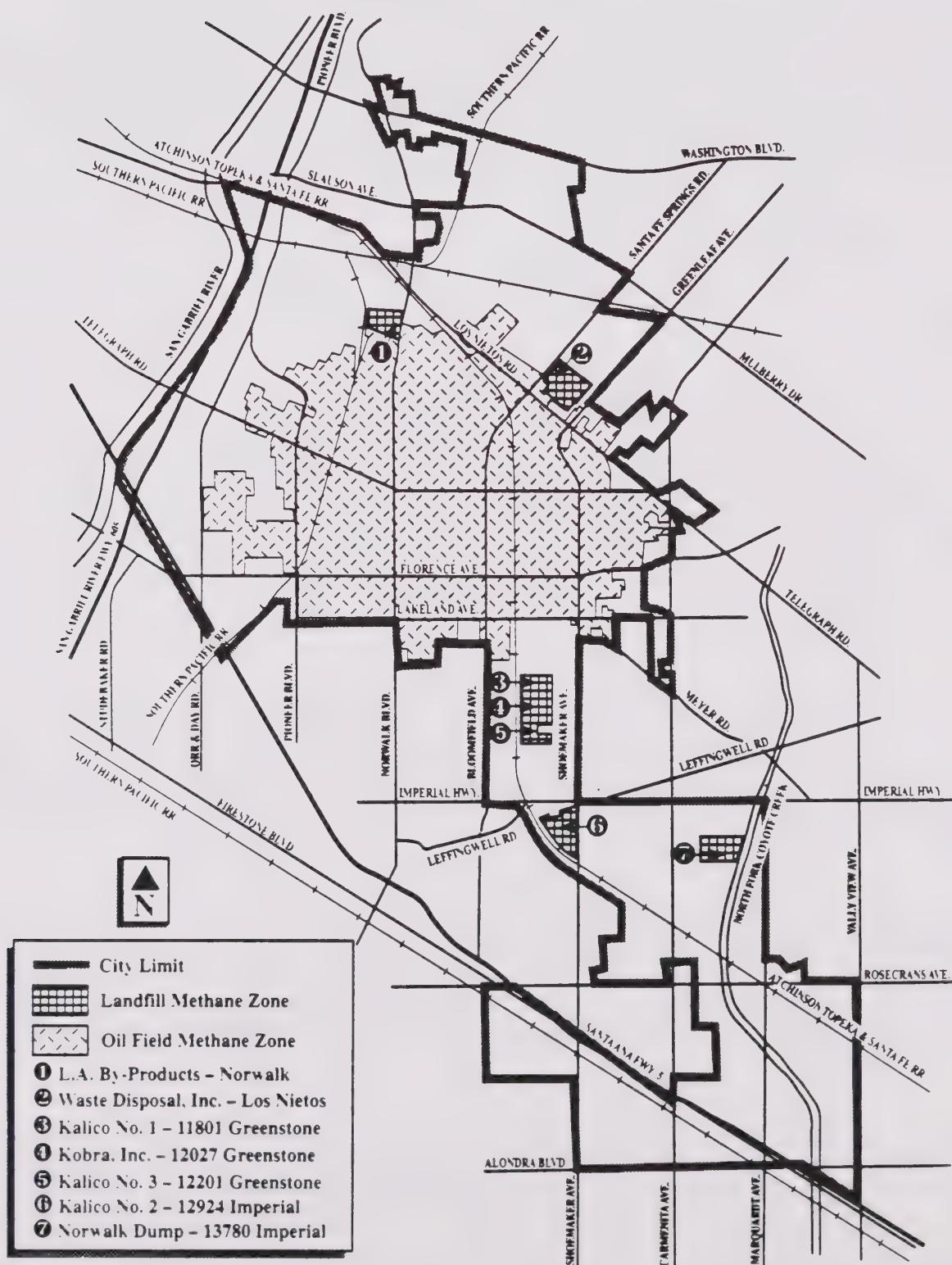
If not properly managed, shallow accumulations of methane gas pose a potential fire hazard to related or adjacent land uses. Methane Zones encompass land in the City which are within 1,000 feet of a landfill or within 250 feet of an existing or abandoned oil well. Methane Zones, because of proximity to methane sources, potentially contain methane gas. The methane "Lower Explosive Level" is 1.25 percent by volume. Map 5A locates these methane zones within the City.

The City of Santa Fe Springs' historic position as a major oil field and producer of recovered unrefined oil, creates a source of significant combustion and urban fire. The City's oil fields have 149 active producer well sites, 47 active water injection wells, 133 inactive producer wells, and 8 inactive water injection well sites. There are 8 oil industry tank farms and compression plants. Map 5B designates the areas within the City that pose hazards as potential sites for oil-field related fires.

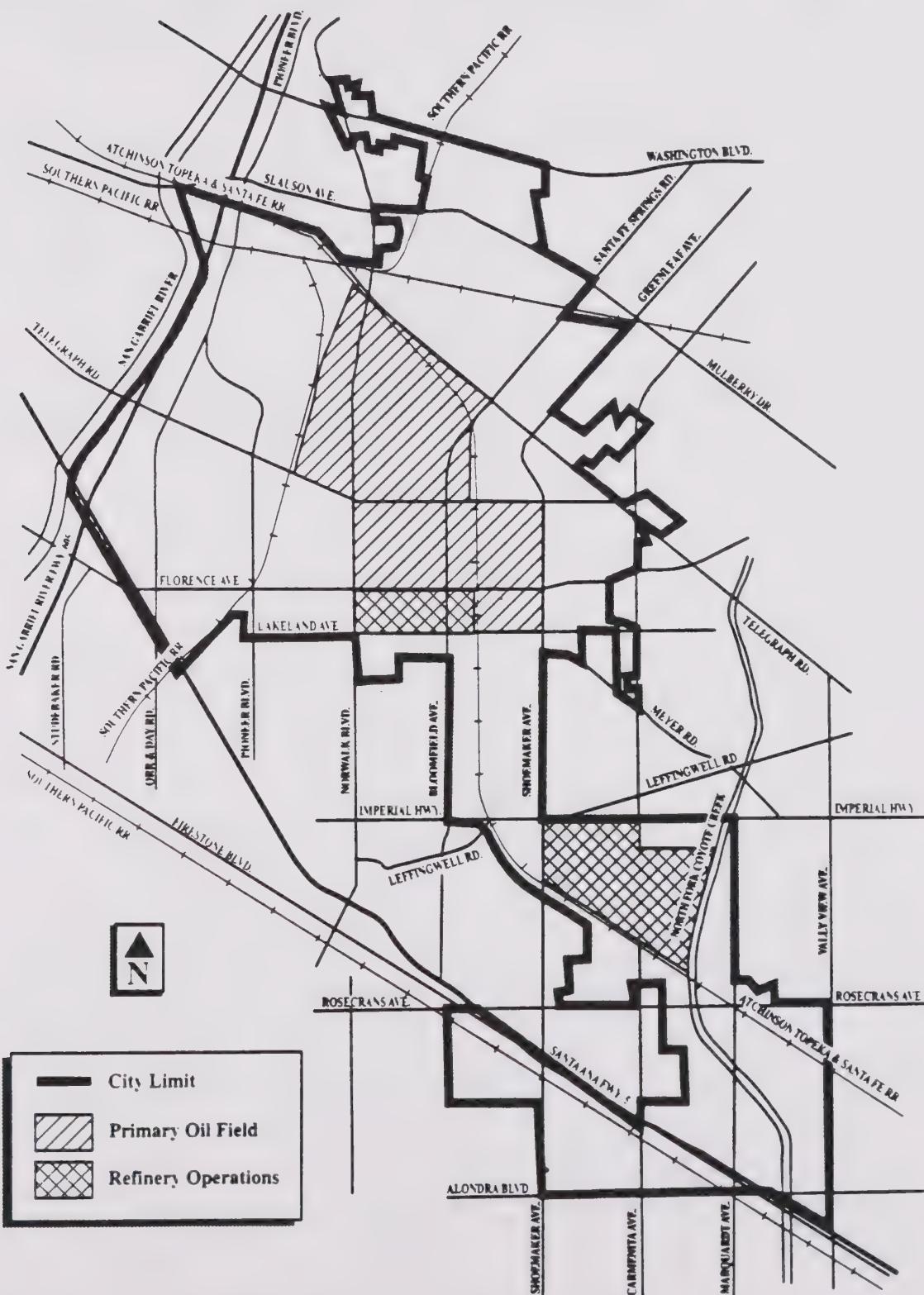
The City of Santa Fe Springs has a number of known underground hazardous liquid pipelines. Typically, these pipelines are high pressure (300 to 600 psi) and contain either refined or unrefined petroleum product or natural gas. Although the likelihood of significant fire hazards from failures in transmission pipelines is minimal within the City of Santa Fe Springs, the hazard

Map 5A

## City of Santa Fe Springs Urban Fire Risks – Methane Zone Map (Landfill and Oil Field)



**Map 5B**  
**City of Santa Fe Springs**  
**Urban Fire Risks – Oil Production Facilities**



does exist, particularly to the extent that the pipeline impacts adjacent uses. Lines are typically at a minimum of 42 inches below the surface. Because of the City's significant history as a major oil field, the potential of unmapped pipelines exists, although there is a low probability of there being any pressurized transmission lines. Map 5C designates the location of all known hazardous liquid transmission lines within the City of Santa Fe Springs. Pipelines are regulated by the Office of Pipeline Safety, U.S. Department of Transportation, and by the State Fire Marshall.

Outside above-ground storage tanks in which flammable or combustible liquids can be stored are a potential fire hazard. The construction of new above-ground storage tanks within the City of Santa Fe Springs is prohibited by City Code Section 9.4. This provision applies to the construction of new tanks as of 1989. Within the City there are approximately 1,170 above ground tanks storing flammable or combustible liquids. Such fires can extend to adjacent structures or storage tanks and can result in explosions which could cause extensive property damage and loss of life.

High voltage power transmission lines, 220-kilowatt, and power stations can be sources of combustion and therefore fire or explosions. Such events can create hazards to adjoining structures. Map 5D shows the major power transmission lines and power substations within the City of Santa Fe Springs.

**Map 5C**  
**City of Santa Fe Springs**  
**Urban Fire Risks – Underground Pipelines**



Map 5D

## City of Santa Fe Springs Urban Fire Risks – Power Transmission Lines



National Fire Protection Administration Pamphlet 1231 lists a variety of "high hazard occupancies" which create intense fires and, therefore, pose significant hazards to the safety of adjacent structures, to the loss of life, and to the welfare of public safety personnel. These occupancies include high rises, hazardous material warehousing or processing facilities, department stores, exhibition halls, and auditoriums. Section 7 of this Safety Element addresses Hazardous Material occupancies. There are no high rises (five stories or 75 feet, or more), exhibition halls or auditoriums within the City. Unoccupied school auditoriums are not considered a high risk. Map 5E shows the location of 5 multiple retail occupancies, each with tenant mixes of department, grocery, pharmaceutical, and small retail stores. All of these uses meet current sprinkler system standards. This map also locates high occupancy senior citizen housing, which creates a priority fire hazard.

## CONSTRAINTS AND OPPORTUNITIES

### Constraints

There are a number of significant potential sources for urban fire within the City of Santa Fe Springs, including methane gas deposits, oil fields, liquid pipelines, above ground storage tanks, refineries, and high voltage power transmission lines.

Many of the City's urban fire hazards are regulated by agencies other than the City and are therefore subject to the priorities and communications systems of organizations over which the City has no control. City planning processes can be hampered by the lack of information on these risks.

### Opportunities

Wildfire risks within the City are minimal.

Greater levels of statutory and regulatory attention is being given to each fire hazard.

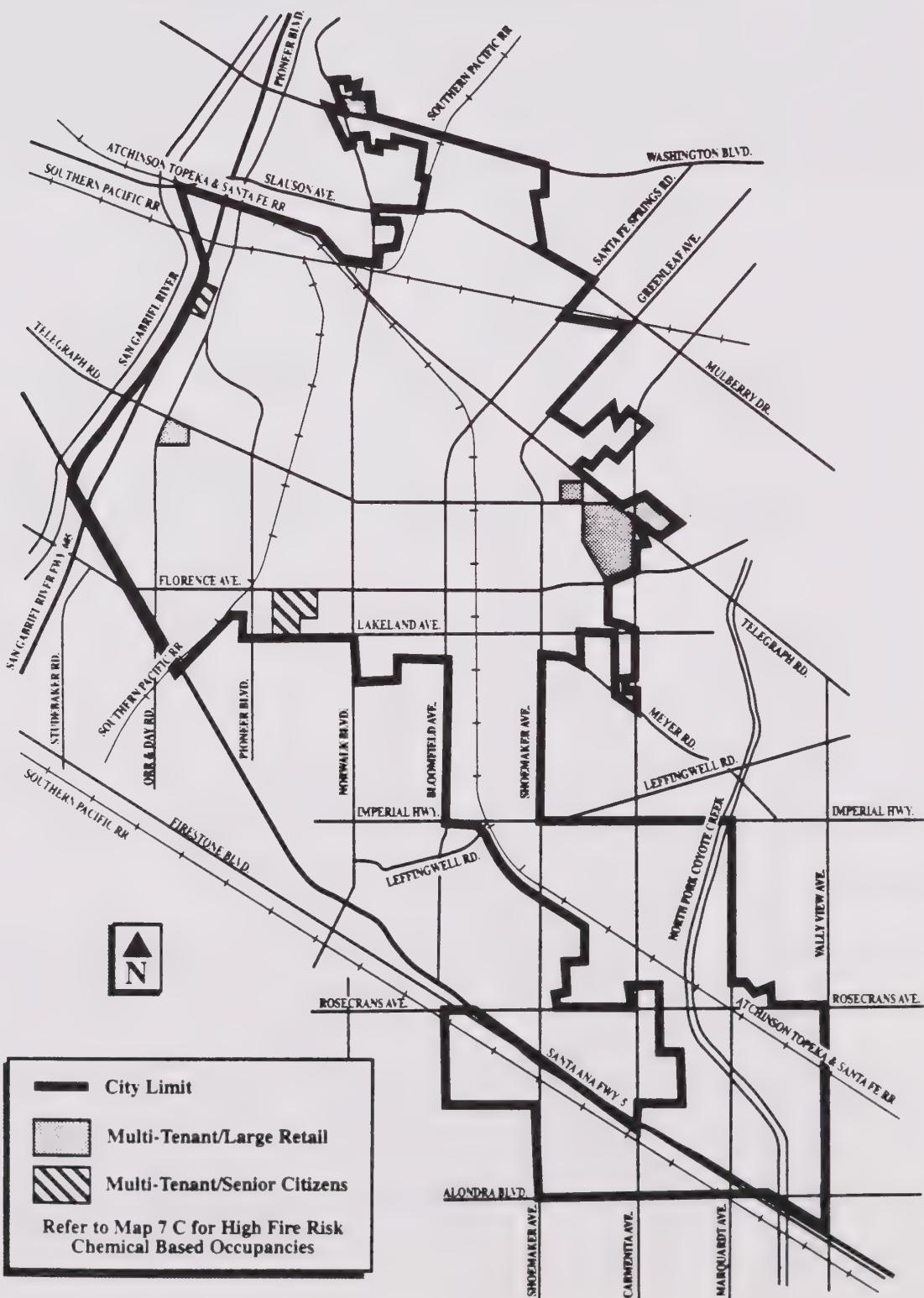
Technologies are being developed to reduce the impact fire hazards.

## GOALS

- 5.1 Work with relevant regulatory agencies to secure commitments from existing fire risk sources to retrofit for code compliance and to fully utilize current fire resistance technologies for risk reduction.
- 5.2 Encourage the development of improved public and private sector fire insurance.
- 5.3 Maintain an aggressive weed abatement program.
- 5.4 Aggressively promote smoke detector systems in both residential and business uses.

Map 5E

## City of Santa Fe Springs Urban Fire Risks High Life Loss Hazard Occupancies



## POLICIES

- 5.1 Continue to work with relevant regulatory agencies to seek compliance by urban fire sources with current development and operations standards.
- 5.2 Continue to use redevelopment as a tool to reduce the number of urban fire hazard structures and systems.
- 5.3 Review all new development in regards to urban fire risks.
- 5.4 The land use planning processes will continue to review the density of structures and population as potential fire risks and consider such in development plan approval.

Reference Safety Element Sections 6, 8, 12 for related policies and goals.

## **SECTION 6 -- FIRE PROTECTION AND PARAMEDIC DELIVERY SYSTEMS**

Fire protection and paramedic delivery services for the City of Santa Fe Springs community are provided primarily by the City's Fire Department. The Mission Statement of the Fire Department is:

It is our pledge to protect and prevent loss of lives and damage to property and the environment due to fire, hazardous materials, natural disasters, and other emergencies; to comfort both residential and business citizens of Santa Fe Springs as well as all who visit and pass through on a daily basis; to make Santa Fe Springs a safe place to live, work and play; to offer employees a physically and mentally safe work place, the ability to promote and progress within the organization, and the opportunity to be free-thinking and innovative; and, to fulfill our obligation to the community by being fiscally prudent, visionary, and far-sighted.

### **FIRE SUPPRESSION SYSTEM**

#### **Significant Characteristics of the Fire Suppression System**

1. The Insurance Services Office (ISO) rating system is a measure of the City's overall fire protection preparedness. The rating system assigns designations of Class 1, which represents the highest level of preparedness, to a Class 10, the lowest level. The rating is based on four primary areas of fire defense, which are: 1) city water supply (fire flow, distribution, hydrants, and reliability); 2) communications (dispatching, radio frequencies, and phone lines); 3) fire department (facilities, equipment, personnel, and training); and 4) city measures (codes, controls, enforcement, and mutual aid agreements). Of these four criteria, the water system is given the heaviest weight. The City of Santa Fe Springs became an ISO Class 2 rated City in 1984.
2. The Fire Department maintains four fire stations. Each is equipped with emergency power and is networked by communications equipment, including radio, intercom, and computer systems. The Headquarters Station includes training facilities with a classroom and training tower. This station also contains offices for the Department's administrative and environmental protection and fire protection divisions. Additionally, this station houses a mechanical shop in which computerized maintenance programs coordinate upkeep of all Fire Department vehicles and equipment.
3. Computer-Aided Dispatching (CAD) is provided under a regional joint powers agreement between the cities of Santa Fe Springs, Downey, Lynwood, Compton, Vernon and Montebello. The dispatching center is located in the City of Downey and can coordinate the emergency responses of the member cities as well as the County of Los Angeles fire stations serving contiguous cities and unincorporated areas.

4. Major fire suppression response equipment includes four 1,500 gpm pumbers and one 95 foot aerial platform ladder truck with 1,500 gpm pump (quint). Specialized response equipment includes an Environment Response Unit (ERU - hazardous material releases), a Light and Air Unit (emergency lighting and self-contained breathing apparatus filling station), an Urban Search and Rescue Unit (USAR -heavy rescue), and a Foam Unit (1,000 gallon foam tank mounted on a 1,200 gpm pumper for chemical fires).

Section 4 of the Safety Element identifies additional emergency response equipment which is functionally assigned to the City's Disaster Response System.

5. The Fire Department uses the Incident Command System to coordinate the efficient deployment of resources, regardless of where the resources originate. Incident Command involves the management of the field operations related to a specific event or series of events. The Department is responsible for incident command of all fire suppression, hazardous materials, and major public safety incidents within the City of Santa Fe Springs. The exception to this rule is an incident occurring on a freeway or state highway, in which case incident command is the responsibility of the California Highway Patrol (CHP). In such cases, the CHP may return command to the Fire Department or establish a Unified Command. Chart 6A illustrates the Incident Command System in the City of Santa Fe Springs.

The Fire Battalion Chief's response vehicle is equipped to be a fully operational Incident Command Post. In addition to necessary equipment for communications, mapping, and resource data, this vehicle provides access to the CAMEO computer data system. The CAMEO system is more fully described in Section 8 of the Safety Element within which the City's hazardous materials response system is described.

Section 4 of the Safety Element presents the relationship between incident command and the City's Emergency Disaster Response System.

6. The City is part of a fire suppression "automatic" mutual aid agreement providing for first-in responses, if necessary, as well as resource backup support from the cities of Downey, Montebello, Lynwood, Vernon, Compton and the County of Los Angeles. These agreements are supported by systems of incident Unified Command, joint training and dispatching, and shared equipment. The umbrella agreement is the City's participation in California's Master Mutual Aid Agreement.

7. Suppression personnel evaluate business occupancies which create extraordinary or unusual hazards and preplan fire fighting tactics based upon the particular circumstances of each facility.

Chart 6A

## City of Santa Fe Springs Incident Command System

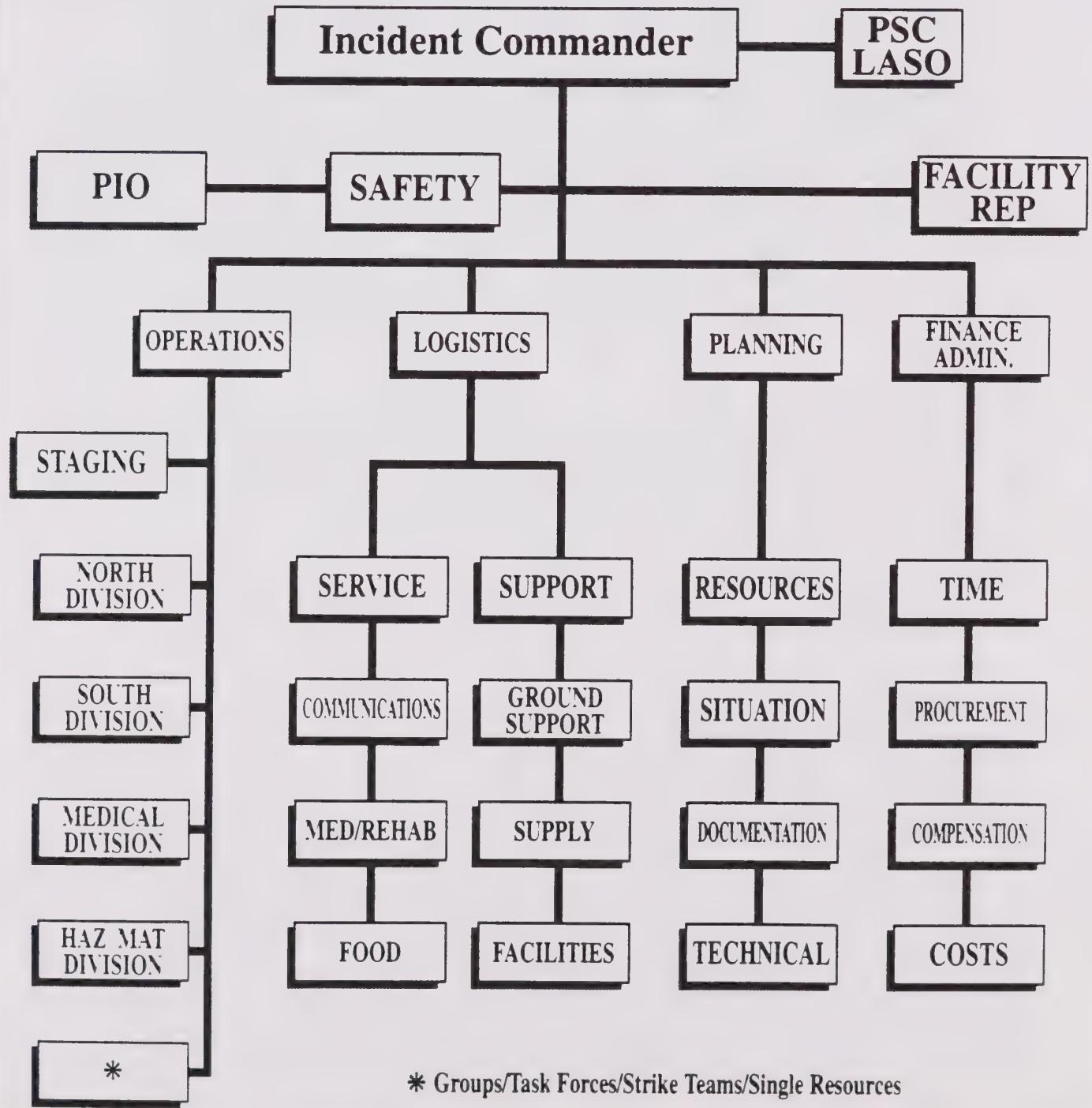


Table 6A notes the number of Fire Department responses to requests for service in years 1988 to 1993.

**TABLE 6 A**  
**City of Santa Fe Springs**  
**Fire Department Requests For Service**

REQUESTS	1988	1989	1990	1991	1992	1993
Fires	826	687				
Single Engine	N/A	N/A	479	436	554	560
Multi-Engine	N/A	N/A	494	608	659	505
Hazmat	N/A	N/A	83	109	114	114
First Aid	1925	1827				
Advanced	N/A	N/A	442	531	593	442
Basic	N/A	N/A	1319	1308	1483	1345
Special Incidents	287	159	86	35	51	61
<b>TOTAL INCIDENTS</b>	<b>3038</b>	<b>3021</b>	<b>2903</b>	<b>3027</b>	<b>3454</b>	<b>3027</b>

## FIRE PREVENTION SYSTEM

### Significant Characteristics of the Fire Prevention System

1. The Fire Department is responsible for scheduling and conducting fire safety inspections of all occupancies within the City. Inspections are conducted by trained staff inspectors as well as by engine/truck companies. The frequency of the inspections is determined by the nature of the occupancy and the level of risk present.
2. Prevention inspectors provide development plan checks in all cases where such is required either by the Uniform Fire Code or by City ordinance. Plan checks are conducted in order to assure compliance with public safety construction and operations requirements. They are also done to promote built-in fire protection systems designed to achieve an effective and economical balance toward reducing fire risks. These can also result in lower private sector fire insurance rates.
3. The Department also issues a variety of business regulatory permits designed to monitor and reduce fire hazards. Examples include oil wells, underground storage tanks, and public assembly permits.

4. The staff, as appropriate, conducts arson investigations and coordinates such with the Los Angeles County Arson Detail of the Sheriff's Department.
5. Section 12 of the Safety Element describes the responsibilities of the Department to update and maintain standards for community development, preservation, and business operations.

A measure of the effectiveness of the fire prevention and suppression systems is the fire losses which have occurred within the City. Table 6B shows the City fire losses during the years 1988 through 1992.

**TABLE 6 B**  
**City of Santa Fe Springs**  
**Fire Losses**  
**(Expressed In Dollars)**

	<b>1988</b>	<b>1989</b>	<b>1990</b>	<b>1991</b>	<b>1992</b>	<b>1993</b>
<b>Property</b>	<b>1.8 Million</b>	<b>470,000</b>	<b>680,000</b>	<b>550,000</b>	<b>795,000</b>	<b>860,000</b>
<b>Contents</b>	<b>570,000</b>	<b>570,000</b>	<b>230,000</b>	<b>36,000</b>	<b>695,000</b>	<b>156,000</b>

## **PARAMEDIC SYSTEM**

### **Significant Characteristics of the Paramedic System**

1. The City's Fire Department is responsible for the provision of paramedic services. This is accomplished through a single squad on each shift of two trained firefighters who also serve as paramedics.
2. All City fire suppression personnel are trained as EMT-1 (Emergency Medical Technician-1), EMT-D (Defibrillator) and CPR levels.
3. The City's system supports a private sector, Los Angeles County permitted Ambulance/Paramedic operator. The Paramedic base station is Presbyterian Intercommunity Hospital, located immediately adjacent to the City within the City of Whittier.
4. Fire suppression mutual aid agreements also cover paramedic services.

## PEAK WATER FLOW SUPPLY SYSTEM

The "Fire Flow" requirements for an occupancy are based on possible needs for fire suppression control. This is in addition to the daily supply demand in the area. The maximum fire flow for the City of Santa Fe Springs has been set at 4,000 gpm. This is a standard on which suppression staffing and equipment can be measured. Each City engine and truck company is capable of pumping in excess of 1,000 gpm during fire suppression operations.

To ensure adequate emergency water supplies throughout the City, new construction may be required to meet specific fire flow requirements. The general standard has been to keep the fire flow requirements on new occupancies below 4,000 gpm. This can be accomplished through the use of fire sprinkler systems, additional open space areas around the facility (fire breaks), better construction materials, area separation walls, limitations on flammable/hazardous materials in inventory, on-site fire brigades, creating better fire apparatus access, and various other protection techniques.

The City owns and operates its municipal water system. The system as a whole provides sufficient capacity to meet the peak water supply requirements of the established fire flow standard. The City's Water System Master Plan designates improvements to meet specific fire flow needs. Major water flow needs can be satisfied through the City's storage capacity, emergency connections with other systems, and through its two connections with the Metropolitan Water District.

## CONSTRAINTS AND OPPORTUNITIES

### Constraints

The City has numerous and complex potential fire risks.

Most of the City's fire risks are vital to the economic survival of the community and therefore cannot be eliminated.

Both public and private sector fiscal resources are limited and therefore priorities must be placed on all the available options for mitigating hazards through the reasonable expenditure of funds.

Peak water flow requirements place restrictions on some forms of development.

Other water agencies serve parts of the City.

### Opportunities

The City has a highly trained and well equipped Fire Department.

The City's water supply system has sufficient water flow capacity and is well maintained.

Existing systems of mutual aid provide resources to respond to extraordinary fire hazards.

The City's paramedic system is sufficiently equipped, staffed and well trained. The base station hospital is emergency and acute care response equipped and has the capacity to handle most medical emergencies. Private sector staffing and training of "fire brigades" is increasing in availability.

## GOALS

- 6.1 Continue to protect the Santa Fe Springs community from the loss of life and property from fire damage. This includes the goal of keeping fire loss costs within the community to an absolute minimum.
- 6.2 To reduce the adverse economic, environmental, and social impacts of fire on the community.
- 6.3 To provide effective fire prevention services through the proactive review of proposed and existing land uses, with particular focus on high level fire exposures.
- 6.4 Within reasonable resource expenditures, maintain the highest possible ISO rating for the City and its Fire Department.
- 6.5 Give the highest of planning priorities to safety standards in the acquisition and maintenance of fire suppression facilities and equipment.
- 6.6 Continue to seek technological and information system advances which will enhance the efficiency and effectiveness of the Fire Department.
- 6.7 Continue to develop the Incident Command System (ICS) to seek the highest levels of intra-city and inter-agency coordination of fire scene operations.
- 6.8 Review the City's Water Master Plan to assure the continued integrity of the peak water flow requirement, including potential acquisition of other purveyors within the City.
- 6.9 Continue to seek greater private sector involvement in both the prevention of fires and suppression of such through the creation of "fire brigades."

## POLICIES

- 6.1 Maintain the City's standards for fire flows and emergency response vehicle access. Table 6C sets forth these standards by occupancy.
- 6.2 The City will continue to provide the finest fire protection and paramedic services at the lowest cost commensurate with adequate community protection.

Sections 4, 5, 7, 8, 12, and 13 of the Safety Element identify policies and goals that relate to this section.

**TABLE 6 C**  
**City of Santa Fe Springs**  
**Selected Minimum Fire Flow and Access Standards**

OCCUPANCIES	FIRE FLOW (gpm)	ROAD WIDTH <sup>1,2</sup> (Feet)	ACCESS <sup>3</sup> (Feet)	TURNING RADIUS (Feet)
Single Family	750-1250	20+	150	56
Two Family (Duplex)	1500	20+	150	56
Mobile Home	1250	20+	150	56
Multi-Family (Apartment, Condominium, and Hotel)	1000-4000	20+	150	56
Schools	1000-4000	20+	150	56
Commercial and Industrial	1000-4000	20+	150	56
High-Rise (Five stories or 75 feet)	4000	20+	150	56

1) Road width increases where parallel parking allowances, hydrant requirements, or aerial fire suppression requirements, or aerial fire suppression requirements indicate the need.

2) Minimum 20 feet Fire Department access road width is permitted only if life safety is not jeopardized, topography or lot shape/dimensions are constraints, and the Fire Department grants discretionary approval.

3) A paved access is required if any portion of the first floor building exterior is more than 150 feet from a public vehicle access (private driveway, bridge, alley).

## **SECTION 7 -- HAZARDOUS MATERIAL**

The City of Santa Fe Springs' highest risk hazards are hazards associated with hazardous materials. This Section of the Safety Element identifies the types and sources of these hazards within the City and the complexity of their mitigation.

### **HAZARDOUS MATERIALS CHARACTERISTICS AND HAZARDS**

The State of California defines a hazardous material as a substance that is toxic, ignitable or flammable, or reactive and/or corrosive. An extremely hazardous material is defined as a substance that shows a high acute or chronic toxicity, carcinogenicity, has bioaccumulative properties, is persistent in the environment, or is water reactive (California Code of Regulations, Title 22). This section of the Safety Element focuses on the hazards associated with contaminated properties, and on the use, storage, manufacturing and transportation of hazardous materials in or adjacent to the City of Santa Fe Springs.

#### **Contaminated Properties Characteristics**

The oil field and chemical production industry history of the City of Santa Fe Springs has led to a significant number of contaminated properties. Soils contamination is a major factor in the development of most remaining undeveloped land within the City.

The Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) is a database of contaminated properties under the Federal Superfund program. The U.S. Environmental Protection Agency has developed and maintains a list of such properties. Forty-six sites within the City of Santa Fe Springs have been placed on this list. One of these sites is Waste Disposal Inc. at 12731 Los Nietos Road. Two sites are on the State Superfund Cleanup List. These are Mckesson Chemical at 9005 Sorensen Avenue and Neville Chemical Company at 12800 E. Imperial Highway. Two additional sites, known as General Disposal Inc. and Stankevich #2, have been the subject of Federal Superfund cleanup actions and thus no longer pose a threat to the public's safety.

Map 7A designates the location of these sites and Table 7A lists the sites by location.

Map 7A

## City of Santa Fe Springs EPA Contaminated Site Locations

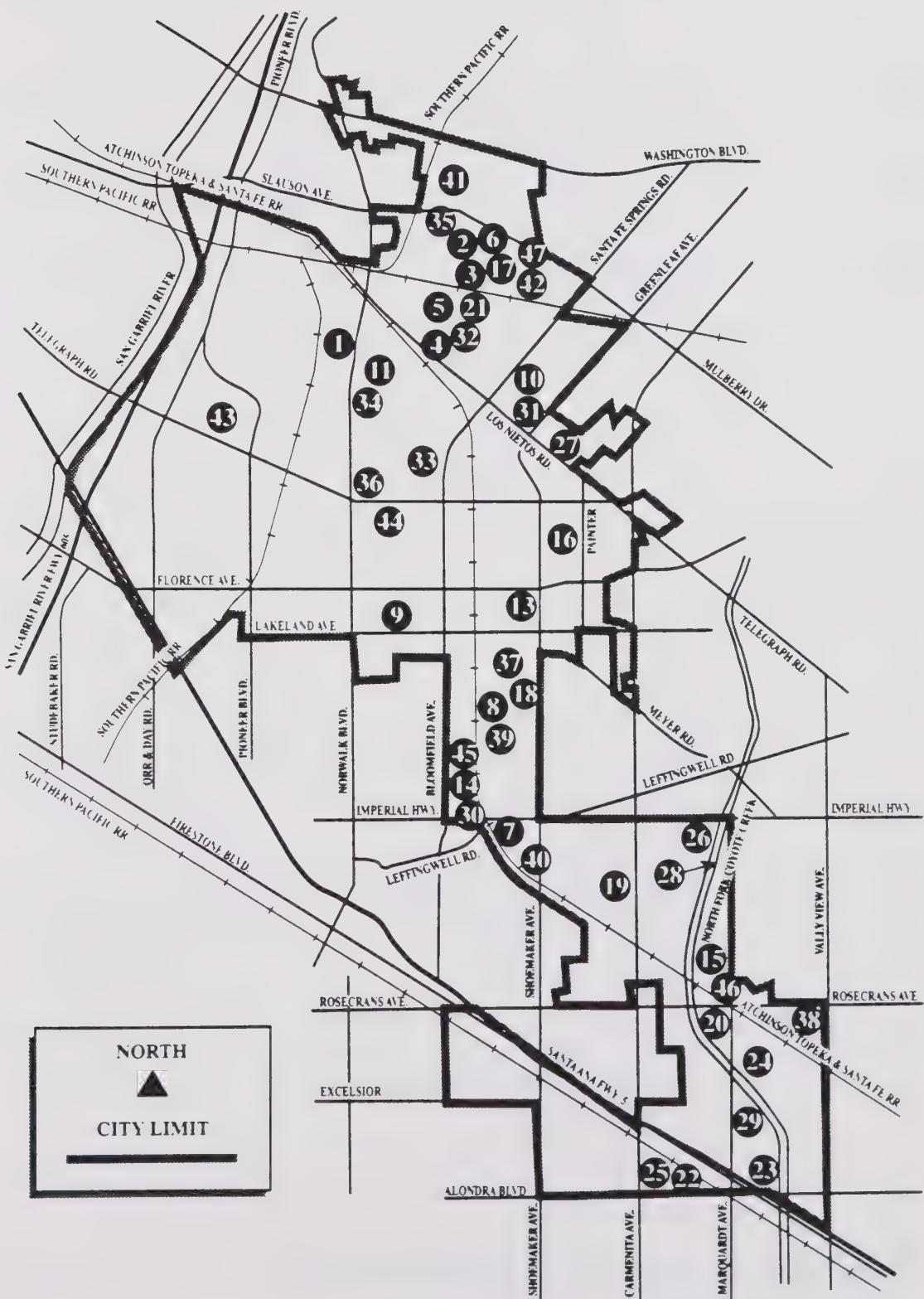


Table 7A

## City of Santa Fe Springs EPA Contaminated Site List

MAP NO.	COMPANY NAME	ADDRESS
1	McKesson Chemical Company	11600 Pike Street
2	Liquid Air Corporation	8832 Dice Road
3	West Bent Bolt	8623 South Dice Road
4	Fine Line paint Corporation	12200 Los Nietos Road
5	Pilot Chemical Corporation	11756 Burke Street
6	Cal Western Paint Corporation	11748 Slauson Avenue
7*	Neville Chemical Corporation	12800 East Imperial Highway
8	Life Paint Company	12911 Sunshine Avenue
9	Powerine Oil Company	12354 Lakeland Road
10	Sonic Plating Company, Inc.	13002 Los Nietos Road
11	Whittier Plating Company, Inc.	11642 East Pike Street
12	Standard Precision, Inc.	12311 South Shoemaker Avenue
13	Mobil Oil Corp. Chanslor Div.	10737 South Shoemaker Avenue
14	The Plate Shop	10701 Forest Street
15	Brown Pacific Wire	13639 Bora Place
16	Ashland Chemical Company	19505 South painter Avenue
17	Diversey Wyandotte Corporation	8921 Dice Road
18	California Industrial Products, Inc.	11525 Shoemaker Avenue
19	Golden West Refining Company	13539 East Foster Road
20	Sinclair & Valentine	14930 Marquardt Avenue
21*	Foremost McKesson, Inc.	9005 Sorensen Avenue
22	PGP Industries, Inc.	13429 Alondra Boulevard
23	GMC Warehouse & Distributing	14141 Alondra Boulevard
24	United States Printing Ink Corp.	13710 Borate Street
25	Hillerich & Bradsby Company	15601 Resin Place
26	Norwalk Dump	13780 E. Imperial Highway
27	Los Nietos Dump	Los Nietos Road & Painter Avenue
28	Marathon Cartage	13710 Imperial Highway
29	General Disposal Company	12605 South Marquardt Avenue
30	Stankevich #2 Santa Fe Springs	12601 South Bloomfield Ave.
31*	Waste Disposal, Inc.	12731 East Los Nietos Road
32	Dice Rd. & Los Nietos Rd. Dump	9165 Dice Road
33	Bell Petroleum	12250 East Bell Ranch Road
34	Los Angeles By-Products	9615 South Norwalk Boulevard
35	Western Screw Products	11770 – 11780 Slauson Boulevard
36	Shamrock Tire & Chrome	10332 South Norwalk Boulevard
37	Kobra, Inc.	12027 Greenstone Avenue
38	Hughes Aircraft Company	14501 Valley View Boulevard
39	Kalico LDFL #1	11801 Greenstone Avenue
40	Kalico LDFL #2	Imperial Highway at Shoemaker Avenue
41	Sur-Lite Corporation	8124 Allport Avenue
42	Burdett Oxygen Company of CA #1	8838 South Dice Road
43	Santa Fe Springs Wastewater Disposal	9814 South Albertis Avenue
44	Cox Wardman Oil Field	12300 Telegraph Road
45	Magma Corporation	11608 South Bloomfield Avenue
46	Electro-Cal Plating Company	12831 Marquardt Avenue
47	Southern California Chemical	8851 Dice Road

(\* Denotes Superfund Sites)

## **Abandoned Landfills, Methane Sites, Above-Ground Storage Tanks, and Hazardous Liquid Pipelines Characteristics**

The characteristics and hazards of each of these categories of risk is described in Section 5 of this Element.

### **Leaking Underground Storage Tank Characteristics**

Pursuant to Section 25295 (b) of the California Health and Safety Code, the California Water Resources Control Board, in cooperation with the State Office of Emergency Services, compiles a listing of leaks of hazardous substances from underground storage tanks in the State of California. The Board takes the lead in overseeing investigations and taking remedial actions. Sites listed by the Board have had at least one known leak, although it is not uncommon for more than one leak to have occurred to multiple tanks at each site. There are 105 sites within the City of Santa Fe Springs that are on this list. Map 7B shows the locations of these sites.

There are 450 underground tanks within the City of Santa Fe Springs. These are located at 142 separate sites, of which 77 are businesses with multiple tanks.

### **Hazardous Waste Generator and User Characteristics**

The City of Santa Fe Springs has identified both the number of generators and users and the approximate quantities of hazardous waste materials disposed of annually within the City, pursuant to the State Hazardous Waste Control Law (Health and Safety Code Section 25100 et seq.) and the Hazardous Waste Management Act of 1976 (Health and Safety Code Section 25179.1 et seq.), as subsequently amended by Health and Safety Code Chapters 1504, (1986), 1167 (1987) and 1389 (1988).

There are approximately 1,200 industrial users or generators of hazardous materials within the City. This represents 28% of the City's businesses, a significantly high proportion of uses. The residential community also generates lower levels of hazardous waste. Records of the locations of all industrial generators and/or users are maintained by the Santa Fe Springs Fire Department.

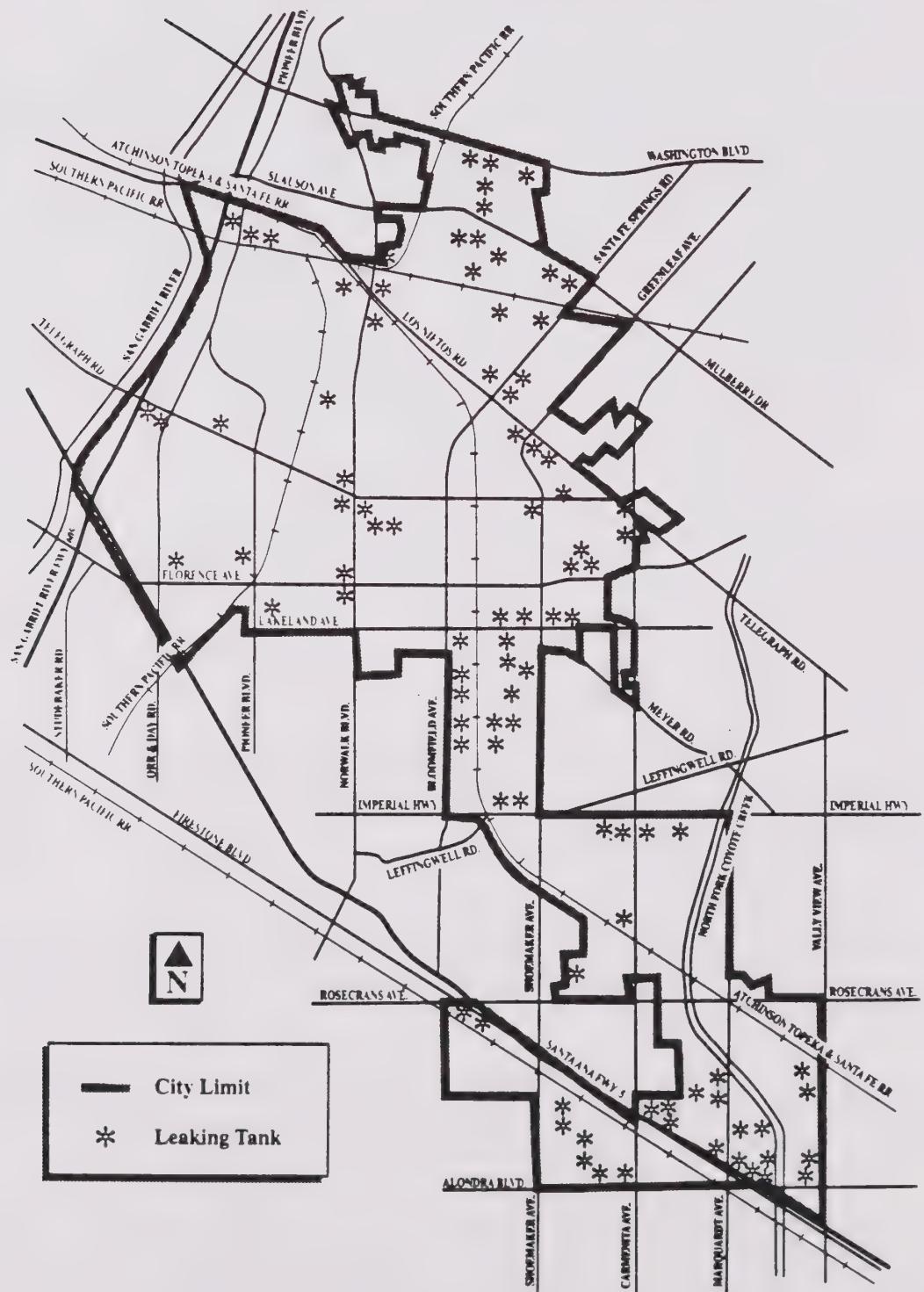
Twenty-four hazardous material generators and/or user industries within the City of Santa Fe Springs have been identified as posing a particularly high hazard to the public safety. These industries are located on Map 7C and are specifically identified by address on Table 7B, which serves as a legend to the map.

Of particular note on this list of generators are two oil refineries, having major capacities for the processing and above-ground storage of un-refined and refined petroleum products. Unique to these uses is the presence of hydrofluoric acid used in the refining process.

It is estimated that businesses and households within the City generate over 15,000 tons of hazardous waste per year. It is also estimated that household hazardous waste makes up approximately 28 tons per year or only 0.19% of the total hazardous waste generated. The major categories of wastes generated in the City are waste oil, 3,000 tons; non-halogenated organic sludges and solids, 2,000 tons; metal containing liquids, 1,500 tons; non-metallic

## Map 7B

# **City of Santa Fe Springs Reported Locations of Past and Present Underground Leaking Tanks**



Map 7C

## City of Santa Fe Springs Major Hazardous Material Location of Generators/Users

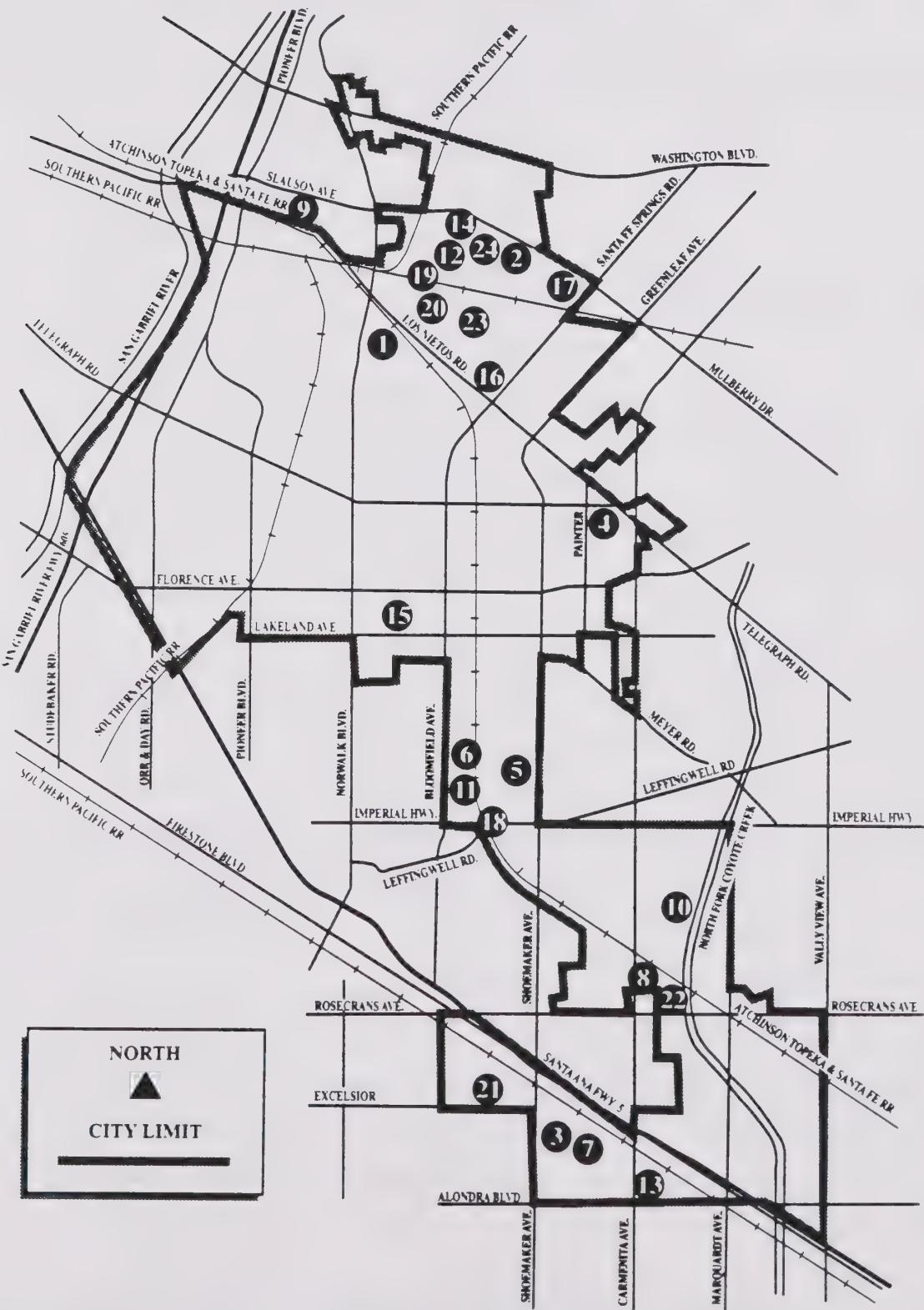


Table 7B

**City of Santa Fe Springs  
Major Hazardous Materials  
Name and Location of Generators/Users**

<b>COMPANY NAME</b>	<b>ADDRESS</b>	<b>TYPE OF BUSINESS</b>
1. All Pure Chemicals	11600 Pike	Product Manufacturing
2. Angeles Chemical Co.	8915 Sorensen	Chemical Distributor
3. Arctic Cold Storage	1303 Arctic	Ammonia Refrigeration
4. Ashland Chemical Co.	10505 Painter	Chemical Distributor
5. B.J. Titan Services	11927 Greenstone	Oil Field Services
6. Baker performance	11808 Bloomfield	Mfg. of Oil Field Chemicals
7. Bumble Bee Foods	13100 Arctic	Ammonia Refrigeration
8. Chemcentral	13539 Foster	Chemical Distributors
9. Custom Chemical	8707 Millergrove	Mfg. of Household Chemicals
10. Golden West Refinery	13539 Foster	Petroleum Refinery (Closed)
11. Halliburton	12310 Bloomfield	Oil Field Services
12. Liquid Air Corporation	8832 Dice	Dist. & Mfg. of Compressed Gases
13. P.G.P. Industries	13429 Alondra	Recovery and Refinery
14. Pilot Chemical Company	11756 Burke	Mfg. of Detergents
15. Powerine Oil Refinery	12354 Lakeland	Petroleum Refinery
16. Pressure Vessel	12522 Los Nietos	Chemical Distributor
17. Ralphs Warehouse	12500 Slauson	Ammonia Refrigeration
18. Sika Corporation	12767 Imperial	Mfg. of Construction
19. So. Ca. Chemical	8851 Dice	Chemical Manufacturer
20. T-Chem Products	9028 Dice	Mfg. of Household Cleaners
21. Vons Warehouse	12801 Excelsior	Ammonia Refrigeration
22. Weber Distribution	13530 Rosecrans	Chemcial Warehousing
23. Witco	12143 Altamar	Mfg. of Detergents
24. Witco	8733 Dice	Mfg. of Detergents

inorganic liquids, 1,600 tons; and miscellaneous wastes, 6,900 tons.

The City's sewer system is a network of Los Angeles County Sanitation District-owned trunk main lines and City-owned local lines. The Los Angeles County Maintenance Consolidation Sewer Maintenance District maintains all of the lines within the City. This system handles significant levels of liquid hazardous industrial waste generated by over 752 permitted hazardous material industrial users of the sewer system. The City's Industrial Waste Ordinance dictates the terms and conditions under which the industrial sewer system can be used to dispose of these materials. The City Fire Department, Environmental Protection Division, and the County Sanitation District enforce the ordinance.

## Hazardous Materials Hazards

The presence of contaminated properties poses safety threats to air quality, the water table, and adjoining properties through migration. Unless managed, such risks may pose imminent dangers to the health and welfare of residents and industrial employees.

The presence of hazardous material users makes the surrounding community susceptible to potential toxic air releases and spills. Such events could lead to the contamination of air, soil and water resources. These hazards could cause the evacuation of significant numbers of residential and business occupants, not only from within the City of Santa Fe Springs, but also from surrounding areas. These uses could also cause explosions of significant magnitude having both local and regional implications for public safety. Particularly significant as potential hazards are the oil refineries noted herein.

Underground storage tanks containing hazardous materials, if not properly constructed and maintained, pose significant hazards to the water table if leakage occurs. This leakage potentially poses health hazards to consumers of water from purveyor systems using the impacted water tables.

The transportation of hazardous materials poses a danger to surrounding areas through the potential for accidental releases, spills or explosions due to a variety of causes, including human error, equipment failure and collisions. Such incidents could have local and regional impacts on human safety and property.

## **HAZARDOUS WASTE TRANSPORTATION ROUTES**

The U.S. and California Departments of Transportation regulate the designation of routes appropriate for the transportation of hazardous materials/wastes. Considerations in placing restrictions on routes are the avoidance of heavily-populated areas unless no other satisfactory route exists, limitations on access by bridges and tunnels, and a one-mile limitation along freeways for access to fuel and services. The gross vehicular weight is another limitation. Generally, the transportation of hazardous materials is regulated by the issuance of permits to the transporter. Such permits are issued by the California Department of Health Services, through the County of Los Angeles Health Department. The types of transit equipment permitted and inter-city routing interfaces are regulated by the California Department of Transportation.

For railroads, there are no restrictions on routes. There are controls on the types of materials which can be transported and on the location of the materials in relation to possible sources of ignition (e.g., the locomotive). The Santa Fe and Southern Pacific Railroads have major routes traversing the City of Santa Fe Springs.

Maps 7D and 7E designate the approved transportation routes for hazardous materials within the City and major railroad lines.

## **CONSTRAINTS AND OPPORTUNITIES**

### **Constraints**

Santa Fe Springs is a highly-industrialized community with high levels of hazardous material risk.

Historic patterns of land use have left a number of property contamination issues unresolved.

Significant levels of hazardous waste is generated by the City's business community. Recycling and disposal of this waste needs to be managed.

Numerous agencies are involved in the regulation of these risks, which leads to a lack of coordination of effort and information.

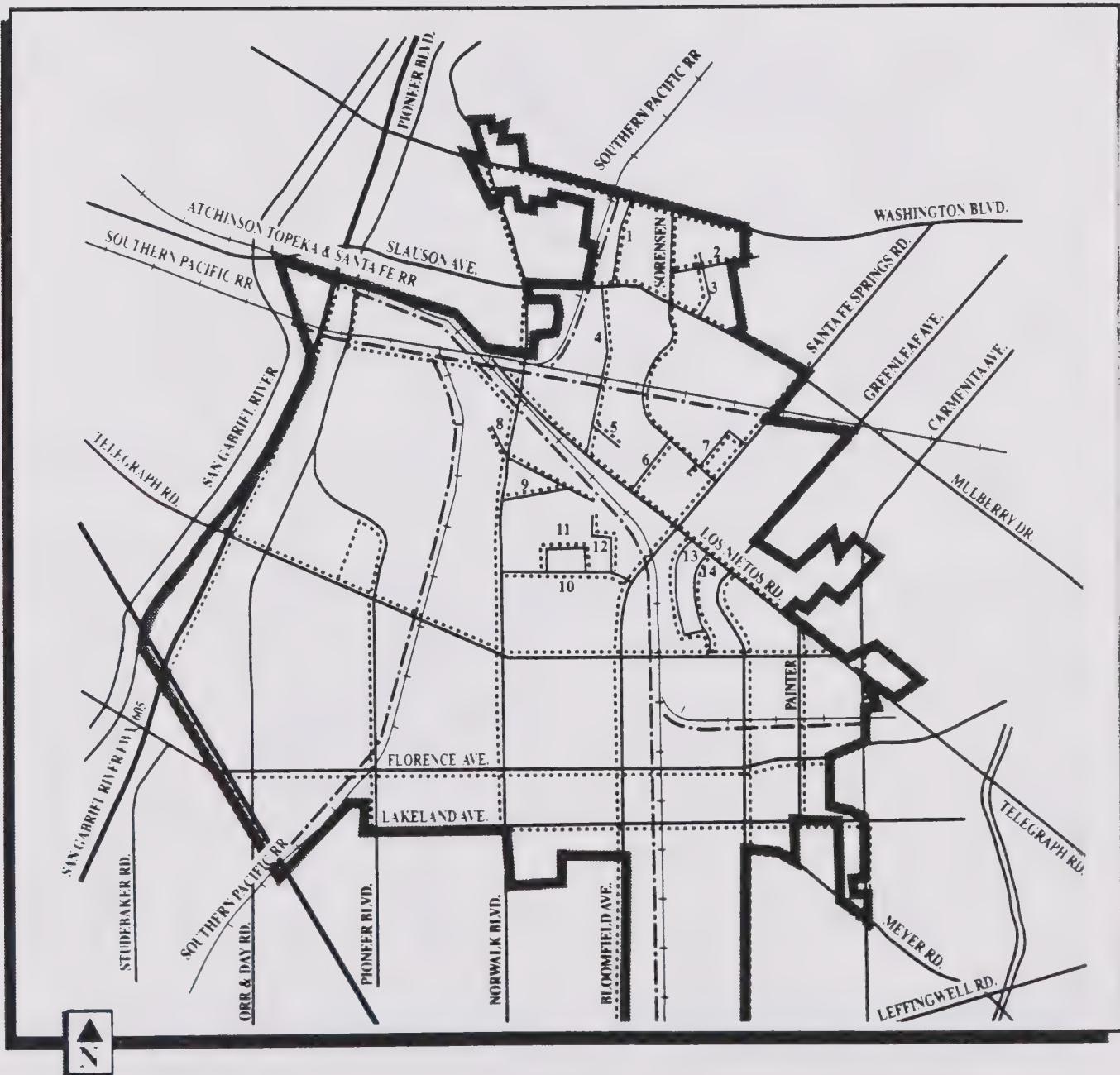
### **Opportunities**

The passage of various federal, state, and local laws regulating the disclosure, use, transportation and disposal of hazardous material have provided new and more effective tools for managing the risks associated with these uses.

There is now a computerized database as to the nature and location within the City of these risks.

Map 7D

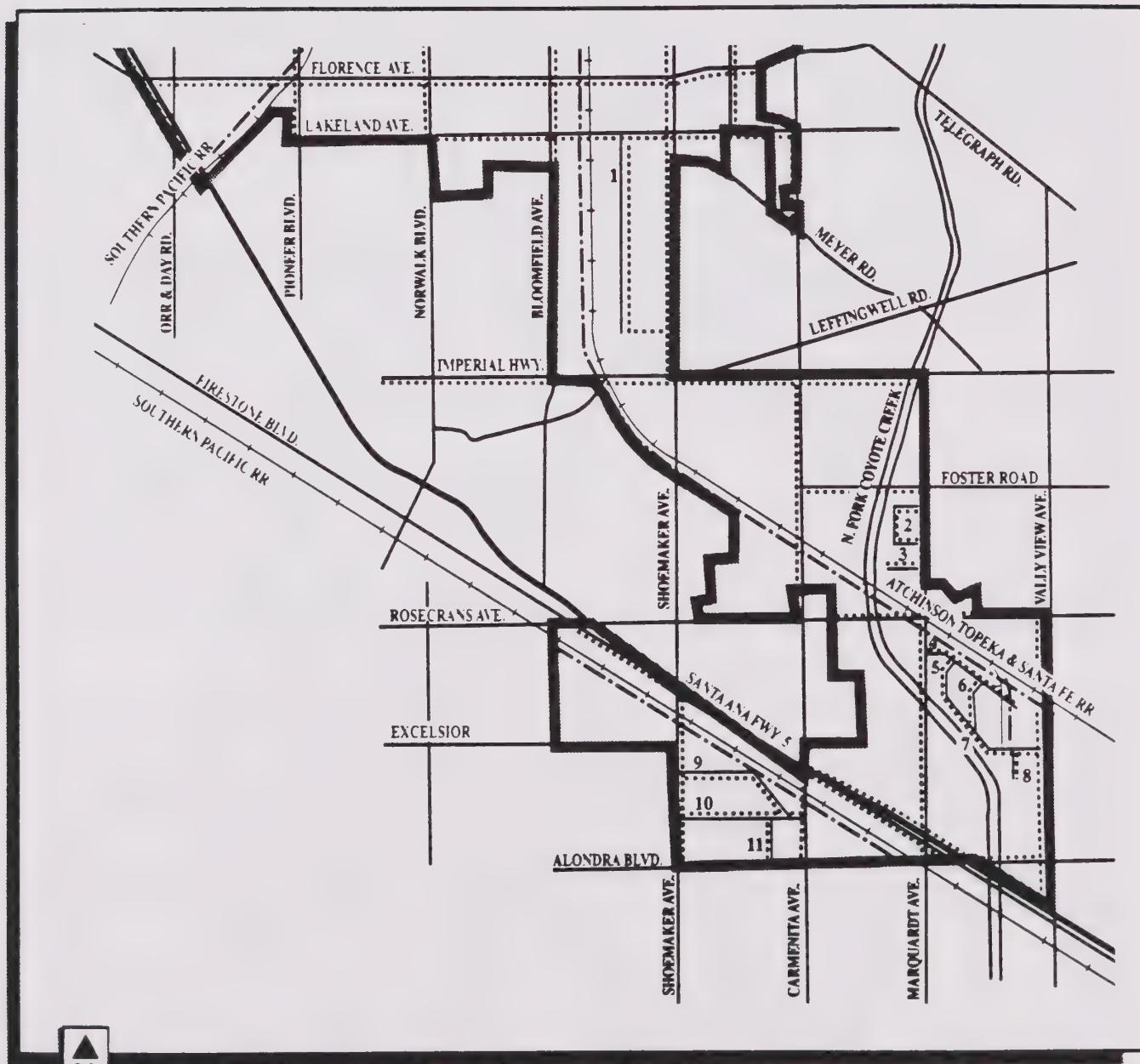
## City of Santa Fe Springs HazMat Transportation Routes (North Santa Fe Springs)



- City Limit
- ..... Approved HazMat Transport Street Routes
- Approved HazMat Transport Rail Routes

MAP CODE	STREET	MAP CODE	STREET
1	Allport	8	Pike St.
2	Rivera Rd.	9	Pacific St.
3	Secura Way	10	McCann Dr.
4	Dice Rd.	11	Jordon Cir.
5	Altamar Pl.	12	Bell Ranch Rd.
6	John St.	13	Romandel Ave.
7	Anne St.	14	Freeman Ave.

## City of Santa Fe Springs HazMat Transportation Routes (South Santa Fe Springs)



— City Limit  
 ..... Approved HazMat Transport Street Routes  
 - - - Approved HazMat Transport Rail Routes

MAP CODE	STREET	MAP CODE	STREET
1	Greenstone	7	Gannet St.
2	Larwin Cir.	8	Bona Vista
3	Bora Dr.	9	Arctic Cir.
4	Borate St.	10	Molette St.
5	Anson Ave.	11	Cornet St.
6	Radburn Ave.		

Public and private sector partnerships in managing these risks are being forged (e.g., the private sector acquiring specialized hazardous material response equipment).

## GOALS

- 7.1 Continue to support legislative activity at the federal and state level which strengthens management of these hazards and which gives the City greater authority to coordinate the handling of such.
- 7.2 Support efforts by the State Water Resources Control Board to seek full disclosure of under and above ground storage tank leaks, including both the existence and extent of these leaks, and their impact on the water table.
- 7.3 Continue to expand the City's consolidated database on the variety of hazardous materials and chemical-based risks within the City thereby enhancing the access to the database by all field public safety and fire personnel.
- 7.4 Encourage the designation of hazardous material transportation routing through corridors thereby reducing public risk to a minimum. Encourage such action both formally and informally.
- 7.5 Develop programs or promote the availability of activities which allow for the disposal of small quantities of hazardous material by small users, both household and industrial.

## POLICIES

- 7.1 Through the planning process, balance the interests of economic development with hazardous exposures associated with chemical and hazardous material land uses.
- 7.2 Continue to monitor the City's performance in meeting the waste stream goals contained in the City's Hazardous Waste Management Plan.
- 7.3 Assure compliance, through inspection, of all requirements regarding the posting of permits, placards, and disclosure statements related to the storage, use, and transportation of hazardous materials.

Sections 4, 6, 8, and 12 of the Safety Element contain policies and goals that relate to this section.

## **SECTION 8 -- HAZARDOUS MATERIALS PROTECTION DELIVERY SYSTEM**

Section 7 of the Safety Element identifies a variety of potential public safety hazards present in the City of Santa Fe Springs which relate to the existence of hazardous materials. This Section will outline available approaches and resources to mitigate these hazards and set forth an agenda of goals and policies to guide future planning actions.

### **HAZARDOUS MATERIALS MANAGEMENT SYSTEM**

Title 111 of the Superfund Amendment and Reauthorization Act (SARA) of 1986, Chapter 6.95 of the California Health and Safety Code, and Title 19, California Code of Regulations, Chapter 2, Subchapter 1.5, Section 2500 et seq., set forth the statutory context for the City of Santa Fe Springs hazardous materials management program. The City's responsibility for the management of this program rests with the Fire Department.

#### **Significant Characteristics of the Hazardous Material Management System**

1. The Environmental Protection Division of the Fire Department manages the City's Hazardous Material program. The Division is located in the Fire Department Headquarters and is staffed by fully-trained and certified environmental specialists and inspectors. It is headed by the Fire Marshal, who reports to the Fire Chief.
2. The Division is designated to administer federal and state mandated "community right-to-know laws" under which all businesses located within the City must declare to the City whether or not they handle hazardous materials. In those cases where the business declares that it handles hazardous materials, over disclosable amounts, it must then submit a "Hazardous Materials Business Plan (HMBP)." This plan has four components: emergency contacts, chemical inventory, emergency response, plan and a facility plot plan.

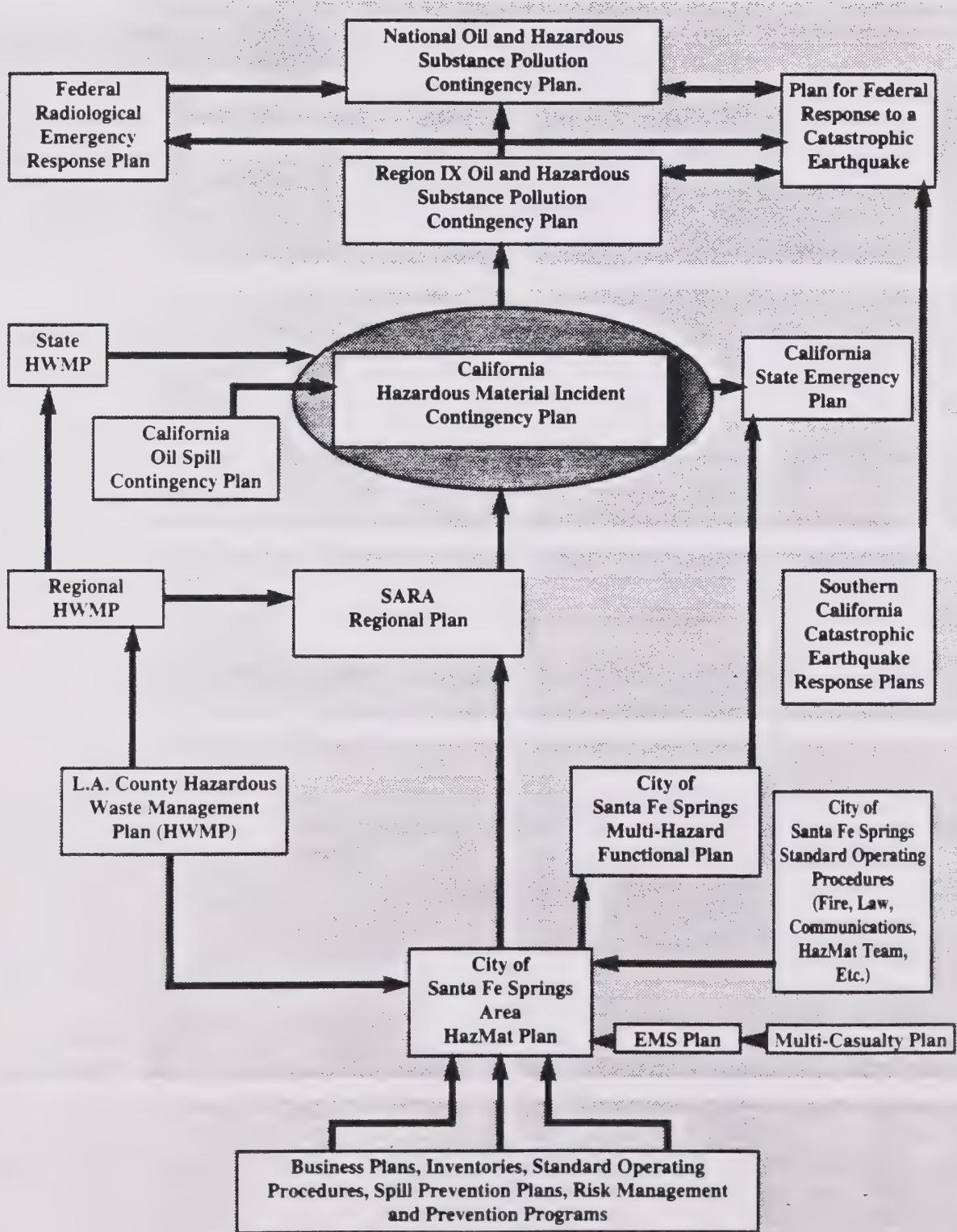
In 1993, approximately 1,200 of the City's estimated 4,200 businesses submitted HMBP's. HMBP's are available to safety response personnel as well the public.

3. Businesses that handle any Acute Hazardous Material (AHM) exceeding the "Threshold Planning Quantity" amounts (defined by the State Department of Health Services), must submit an AHM Registration Form with the Division. The Division may require the business to submit a "Risk Management Prevention Plan (RMPP)." The Plan is designed to minimize risks to the public through safe use and handling of the material.
4. The Division conducts inspections of businesses to assure compliance with their submitted plans.

Chart 8A illustrates the Hazardous Materials Plan Management System within the State of California as it extends to the local "area plan administrator," the City of Santa Fe Springs Fire Department.

Chart 8A

## City of Santa Fe Springs Hazardous Material Plan Relationships Within California



## **HAZARDOUS MATERIALS RESPONSE SYSTEM**

### **Significant Characteristics of the Hazardous Material Response System (HMRS).**

1. The City's hazardous materials response system is a combined and coordinated effort of the environmental protection, suppression, and paramedic divisions of the Fire Department.
2. Environmental protection and suppression staff respond to all hazardous materials releases, odor investigations, and the illegal disposal of hazardous wastes. The response team is equipped with an Emergency Response Unit (ERU), which includes portable laboratory equipment for a full "level A" response, a complete decontamination set-up, remediation, and sampling supplies. The response team also has three permanently mounted and one mobile weather station that tie into a computer in the ERU, which can plot estimated air release impact and evacuation areas. Such computer plotting, known as CAMEO, is also available through the Incident Command Post, or Battalion Chief vehicle.
3. Six firefighters per shift are trained as hazardous materials responders and are available to respond as members of mutual-aid teams. The Department has the ability to clean-up, transport, and store small quantities of hazardous wastes up to 90 days.
4. Reference should be made to Section 6 of the Safety Element for a listing of other department emergency response equipment which relates to hazardous materials responses.
5. The Los Angeles County Sheriff's Arson and Explosives Bureau has primary responsibility for responding to potential bomb/explosion incidents. The Fire Department coordinates this response and retains Incident Command responsibility.

## **HAZARDOUS WASTE MANAGEMENT AND RESPONSE SYSTEM**

### **Significant Characteristics of the Hazardous Waste Management and Response System**

Under California Health and Safety Code Section 25180(9), the City has applied to CAL EPA to administer the Hazardous Waste Generator/Inspection and Enforcement Program within the City. This authority would allow the City to inspect all waste generators, enforce all applicable regulations, and issue violation sanctions, as appropriate.

## **CONSTRAINTS AND OPPORTUNITIES**

### **Constraints**

The City has a large number of chemical-based and hazardous material risks which, collectively, create a complex set of hazards to emergency responders.

Multi-jurisdictional authority over the variety of hazardous material risks makes managing of these hazards more difficult.

## Opportunities

Through the Environmental Protection Division of the Fire Department, the City has a well-equipped, staffed, and trained system for managing chemical-based and hazardous material industrial risks.

The Fire Department is well-equipped, staffed, and trained for hazardous material response.

Awareness within the business and emergency response community has increased regarding the public safety risks associated within hazardous materials uses.

## GOALS

- 8.1 Keep hazardous materials response staff training and equipment current with the changing nature of the hazardous material risks in the City.
- 8.2 Apply in 1995 to the State of California to become the "Certified Unified Administering Agency" for consolidated management of the Hazardous Materials Business Plan, Risk Management Prevention Plan, Hazardous Waste, Aboveground and Underground Tank Programs.
- 8.3 Continue to develop public/private partnerships to disclose, manage, and respond to risks associated with hazardous materials uses.
- 8.4 Continue to promote the development of regional resources, including trained staff/responders and equipment, for the management of hazardous materials incidents.

## POLICIES

- 8.1 Within reasonable resource expenditures, the City is committed to providing sufficient emergency response capabilities to minimize the threats to personal injury, loss of life, and property due to hazardous materials incidents.

Sections 4, 5, 6, 7, 12, and 13 of the Safety Element, set forth goals relevant to this section.

## **SECTION 9 -- CRIME AND TRAFFIC SAFETY CHARACTERISTICS AND HAZARDS**

On a daily basis, few public safety risks impact the community's well being more than crime and traffic safety hazards. If not properly managed, the long term impacts of these hazards can be significant upon the community. Though the number of crime and traffic safety risks present in the City is substantial, because of the community's relatively small size, these risks can be identified and addressed.

### **CRIME CHARACTERISTICS AND HAZARDS**

An analysis of the characteristics of crime within the City of Santa Fe Springs must take into consideration not only the local causes and hazards associated with crime but the regional impacts as well. The urban context in which the City exists and the City's easy accessibility by outside crime perpetrators, makes the causes less manageable locally. Such factors make the community susceptible to regional factors of individual random criminal conduct as well as organized "professional" perpetrators of crime.

Studies suggest that efforts to mitigate crime hazards should be evaluated along four dimensions:

Crime Type - These represent the categories of crime as defined by federal, state and local laws. Research suggests that community demographics can account for historic crime patterns, as defined by the types of crime.

Crime Locations - These are the locations within the community where higher levels of crime can be expected because of the type of land use. Research suggests that 10% of the locations where crime occurs accounts for 60% of the crime within a suburban community.

Crime Perpetrators - These are the individuals who perpetrate crime, with particular focus on repeat offenders. Research suggests that 10% of the individuals who commit crime create 55% of the crime within suburban communities.

Seasonal Variations - These are variations in the type, location, and amount of crime which occurs, based on the time of year or season. City characteristics will determine whether this is a significant determinant or not.

#### **Crime Type Characteristics**

Table 9A presents the incidence of major crime according to type for each year 1988 through 1992.

Detailed analysis of the data suggests that most of the crime types are industrial and business-based. Significant business-related crime types in Santa Fe Springs are commercial burglary, robbery, grand theft auto, assaults, and auto burglary.

Residential-based crime incidents in Santa Fe Springs are proportionately lower than most suburban communities in the Southeast region of Los Angeles County.

**TABLE 9 A**  
**City of Santa Fe Springs**  
**Crime Characteristics – Major Crime Types**

<b>CRIME TYPE</b>	<b>1988</b>	<b>1989</b>	<b>1990</b>	<b>1991</b>	<b>1992</b>	<b>1993</b>
Burglary	644	633	748	798	695	679
Grand Theft	375	435	444	400	382	321
Grand Theft Auto	458	408	463	460	430	433
Robbery	97	94	82	120	92	103
Assault	111	182	190	207	224	196
Homicide	1	3	2	2	5	5
Sex Related	15	28	32	41	43	49
<b>TOTAL</b>	<b>1701</b>	<b>1783</b>	<b>1959</b>	<b>2028</b>	<b>1871</b>	<b>1786</b>

#### Crime Location Characteristics

In Santa Fe Springs, not unlike other communities, specific types of business uses tend to create higher levels of crime incidence. Based upon both research of suburban communities and analysis of crime data for the City of Santa Fe Springs, Table 9B identifies the types of business uses having the highest incidence of crime activity within the City. The table provides the number of sites for each of the high risk business types. Map 9A identifies the locations of these higher crime risk business types. These types are dispersed throughout the City, making the deployment of prevention and enforcement resources more difficult.

Residential-based crime in Santa Fe Springs tends not to be locally based, except to the extent that it is impacted by the presence of significant crime perpetrators. These locations in Santa Fe Springs tend to be temporary or transitional in nature.

Map 9A identifies the locations of these higher crime business types. These types are dispersed throughout the City, making the deployment of prevention and enforcement resources more difficult.

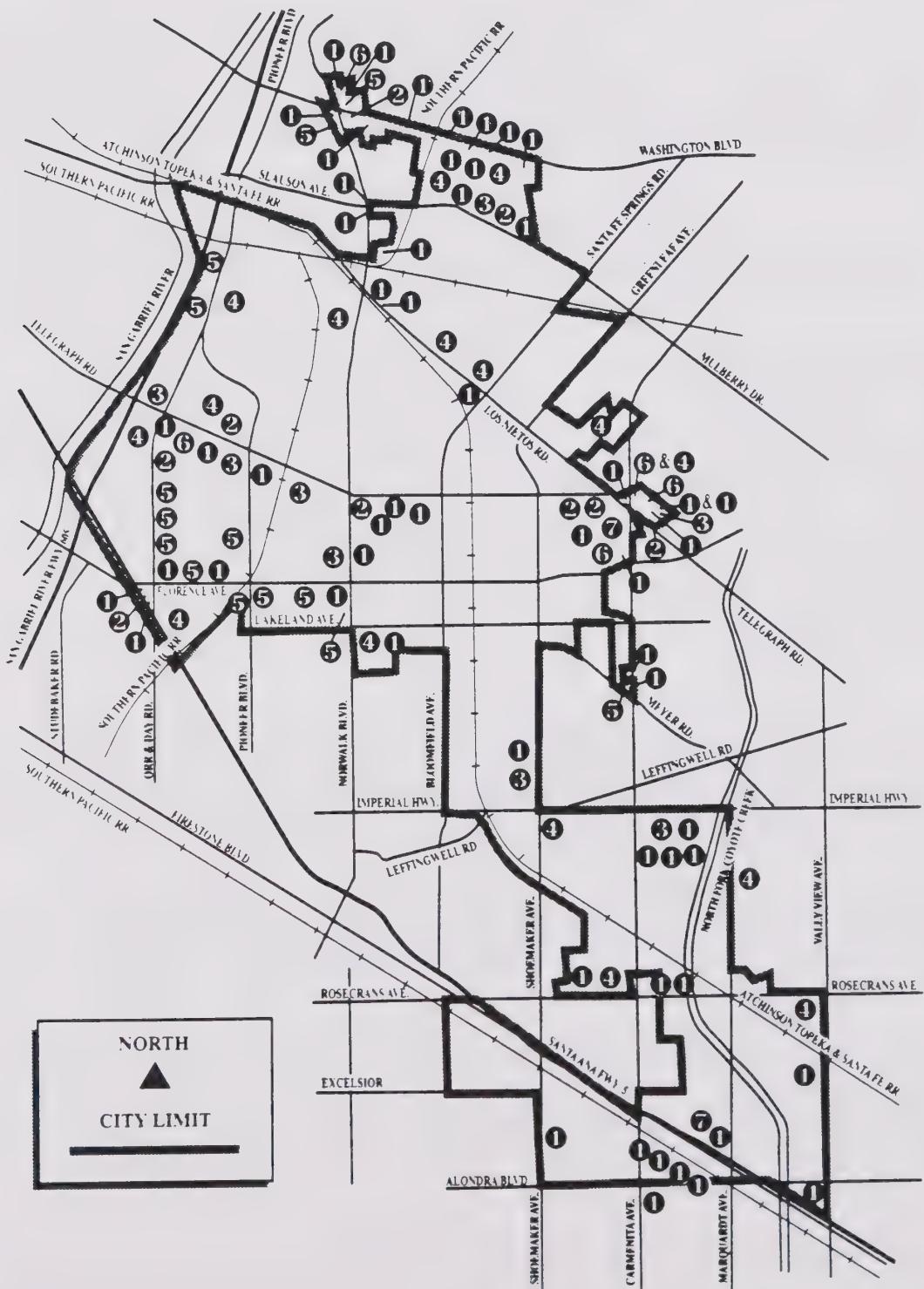
Table 9B

**City of Santa Fe Springs  
Crime Characteristics – High Risk Locations**

MAP CODE	TYPE OF USE	NO. OF LOCATIONS
①	<b>ALCOHOL SALES</b> On-Site Consumption Off-Site Consumption Non-Retail Sales (Not on Map)	38 37 18
②	<b>BANKING INSTITUTIONS</b>	8
③	<b>ENTERTAINMENT &amp; ALCOHOL SALES</b> On-Site Consumption	8
④	<b>GUNS &amp; AMUNITION SALES</b>	22
⑤	<b>MULTI-TENANT – RESIDENTIAL</b>	15
⑥	<b>MULTI-TENANT – RETAIL SALES</b>	5
⑦	<b>UNATTENDED COMMERCIAL PARKING</b> (In addition to Multi-Tenant Retail Sales)	2

Map 9A

## City of Santa Fe Springs Crime Characteristics – High Risk Locations



## Crime Perpetrator Characteristics

Of the four crime analysis factors, the identification and categorizing of perpetrators is perhaps the most difficult. Analysis of Santa Fe Springs crime patterns suggests the following conclusions:

A significant proportion of commercial/business crime is committed by individuals from other communities within the region. A significant share of these crimes are committed for drug-related reasons.

Although gang-related crime cannot be ignored, it is not a decisive factor. Transitional populations in the City's multi-family dwellings may create a trend toward greater numbers and types of gang members, which may become increasingly problematic.

Because of the relatively small residential community, crime against that population tends to be committed by a few specific individuals, usually with local knowledge and relationships.

## Seasonal Variations

Seasonal variations in rates and types of crime can be a very significant factor in the analysis of crime factors (e.g., in tourist impacted and beach cities where during a particular time of year higher levels crime occur). In Santa Fe Springs, analysis of data suggests no statistically significant increases in crime based upon time of year. There have historically been modest increases in commercial-related crimes during the Christmas holiday season, but not statistically significant.

## Crime Hazards

Crime can adversely impact the business community by creating losses to property, inventory, equipment, and financial capital. Employees can be placed at risk by crimes against persons. Significant losses from crime and the expectation that such impact will be long term can lead to an unhealthy business environment and the consequent loss of business and tax base.

Crime can lead to personal property loss and personal safety fears. The consequence creates a sense of loss to community safety. This fear can impact the community's willingness to use public facilities, including parks, buildings, and commercial establishments. It can lead to less commitment to the community and higher levels of transiency in the residential population.

Crime can lead to the physical and psychological deterioration of a community. Crimes against property can lead to reductions in property values. Deteriorating neighborhoods will lead to a supportive environment for crime. The esthetics of the community can be adversely impacted. The psychological impacts can lead to an erosion of community self-image and pride and to the loss of neighborhood social structures.

Left unmanaged and uncontrolled, crime can reduce the quality of community life.

## TRAFFIC SAFETY CHARACTERISTICS

Because of its regional transportation position and two major interstate freeways intersecting it, and because of a large business community, the City of Santa Fe Springs experiences high volumes of traffic on all of its significant roadways. The City is intersected by the Santa Ana Freeway (5) and San Gabriel River Freeway (605) and must accommodate traffic flow from the easterly terminus of the Century Freeway (105) which is 1 mile from the City, within the City of Norwalk. These freeways carry daily traffic volumes in excess of 400,000 vehicles.

The City is also intersected by twenty-two designated major roadways, each carrying surface traffic throughout the region. Average daily traffic (ADT) volumes on these major roads is approximately 430,000 vehicles. The highest traffic volume areas are on streets immediately adjacent to the 605 Freeway intersections with Telegraph Rd. and Florence Ave, with a range of 45,000 to 53,000 ADT's on these streets.

Studies of current and projected City intersection utilization capacities suggest that, unless managed, a number of these critical traffic points within the City could reach peak-hour safety capacities. City intersection utilization on major highways is significant to traffic safety issues in that: (1) it reflects the capacity of the highways to handle additional traffic without safety consequences; (2) it reflects the increased likelihood of intersection traffic safety problems due to high traffic volumes; (3) it reflects the likelihood of gridlock consequences in disaster situations; and (4) it impacts the ability to move public safety emergency equipment through various routes.

Table 9C reflects the traffic accident activity over the past five years, expressed in terms of number of accidents, injury and non-injury, and traffic fatalities. Map 9B shows the City's major highways and the ten intersections within the City which have an evening peak hour "Intersection Capacity Utilization" of 80% or more. Table 9D shows the accident history at each of these intersections.

Commercial vehicle use of the City's streets and highways is very heavy. Because of the warehousing, distribution, manufacturing and chemical-based nature of much of this business transportation, the City's traffic system bears the burden of high commercial traffic volumes, heavy weight and oversize loads, and vehicles with potentially hazardous contents.

Traffic violation and parking citation data is not provided because it tends to be an indicator of levels of enforcement rather than a finding on traffic hazards.

TABLE 9 C

**City of Santa Fe Springs  
Traffic Safety Characteristics – Traffic Accidents**

ACCIDENT TYPE	1988	1989	1990	1991	1992	1993
Non-Injury	640*	629	557	495	497	456
Injury		184	207	212	222	240
Fatal	3	8	11	2	2	2
<b>TOTAL</b>	<b>643</b>	<b>821</b>	<b>775</b>	<b>709</b>	<b>721</b>	<b>698</b>

\*A Combined Injury/Non-Injury Statistic

Map 9B

## City of Santa Fe Springs Major Streets High Capacity Load Intersections



**TABLE 9 D**  
**City of Santa Fe Springs**  
**High Capacity Intersection Accident History**

INTERSECTION	1990		1991		1992	
	TOTAL	INJURY	TOTAL	INJURY	TOTAL	INJURY
Vally View/Alondra*	6	0	4	1	7	3
Washington/Norwalk**	3	2	4	2	7	3
Carmenita/Telegraph	14	1	4	1	8	3
Carmenita/Florence**	2	2	3	0	2	0
Florence/Norwalk	14	5	9	3	13	7
Carmenita/Excelsior***	0	0	1	1	2	0
Telegraph/Cedardale	4	1	0	0	2	0
Telegraph/Norwalk	6	2	15	6	9	4
Imperial/Carmenita	4	0	11	5	2	0

\*Intersection is shared with La Mirada      \*\*Intersection is shared with L.A. County  
 \*\*\*Intersection is shared with Norwalk

The City has a significant number of railroad crossings of City streets with twenty-three different locations. Table 9E lists the City's railroad crossings of streets and the number of accidents at each within the past five years. Each crossing has protection. There appears to be no specific correlation between the rubberizing of crossings and accident history.

The City has six railroad and roadway grade separations. A seventh grade separation at the overcrossing of Carmenita Road and Interstate 5 is tentatively funded in the City's Capital Improvement Plan for Fiscal Years 1995/1996, with completion in 1999. Map 9C locates the City's railroad and grade separations.

**TABLE 9 E**  
**City of Santa Fe Springs**  
**Traffic Safety Characteristics – Railroad Crossing Accidents**

	1988	1989	1990	1991	1992	TOTAL
Carmenita, South of Firestone	0	2	0	2	0	4
Lakeland, West of Bloomfield	1	0	0	0	0	1
Los Nietos, East of Norwalk	4*	1	2	0	0	7
Norwalk, North of Los Nietos	1	0	0	0	0	1
Vally View, South of Gannet	1	0	0	0	0	1

Twenty additional significant Railroad Crossing locations have experienced no accident history during this period.

\* Prior to design improvements.

Map 9C

## City of Santa Fe Springs Railroad Crossings and Grade Separations



## Traffic Hazards

Poorly designed and enforced traffic systems can potentially contribute to the loss of life and property due to accidents.

Low levels of traffic code enforcement activity can support an environment in which the illegal commercial transportation of product can occur with the consequent hazards. Such potential hazards include: equipment failure accidents, hazardous material spills, releases or explosions, cargo dumping, and damage to City roadways. The creation of this hazardous environment is attributable to acts of individual or corporate irresponsibility.

Areas of inadequate street lighting, unimproved roads, and mixed-use crossings, such as railroad crossings, can become traffic hazards.

Low levels of parking code enforcement activity can support an environment in which safety hazards exist due to illegally parked vehicles.

Abandoned and inoperative vehicles, both in the right-of-way and on public and private property, can be safety hazards.

## CONSTRAINTS AND OPPORTUNITIES

### Constraints

The City is significantly impacted by the crime perpetrators within the region.

The industrial and commercial nature of such a large portion of the City's land use creates motives for crimes of burglary, robbery, grand theft, fraud, and embezzlement.

High traffic volumes and mixed vehicular uses, including hazardous materials transportation, can create a number of traffic safety hazards.

The City has a number of railroad crossings which create mixed use traffic hazards, if not properly managed and maintained.

### Opportunities

The size of the community makes the amount of crime and the number of potential locations for its occurrence more manageable than larger urban communities.

The City's street inventory is sufficient to support existing traffic volumes without the traffic loads creating extraordinary traffic hazards.

The City does not experience substantial variations in crime patterns based upon time of year.

## GOALS

- 9.1 Data-based and human systems should be developed to continue refining definitions of the City's crime and traffic safety problems in support of both enforcement and also land use and programmatic planning processes.
- 9.2 Crime deterrence or "target hardening" strategies and techniques should be included in all development plan review. An understanding should be developed that encourages investment in crime prevention in a manner no different than the investment in fire prevention measures to reduce loss.
- 9.3 Crime deterrence or "target hardening" strategies and techniques should be included in all review of City capital improvement projects and in periodic reviews of the City's infrastructure (e.g., the City's street and facility lighting, security and landscaping designs).
- 9.4 "Defensible" space design principles should be considered for commercial and multiple-family developments.
- 9.5 Efforts should be made to work with the private sector in retrofitting multiple-family projects with "defensible space" and other security considerations.
- 9.6 Through the framework of the Circulation Element of the General Plan, the City should continue review of capital construction and design considerations to mitigate the effects on public safety of increasing levels of traffic volumes and intersection capacity utilization.
- 9.7 When possible, fiscal resources should be tied to services rendered, particularly for those services associated with extraordinary risks.
- 9.8 The City's Capital Improvement Plan should continue to give priority to street safety remedies and enhancements, including response to on-going assessment and inspections of safety system criteria. High priority should continue to be given to high traffic volume streets, intersections with high capacity utilization, mixed traffic use locations, street light deficiencies, and unpaved roads.

## POLICIES

- 9.1 City land use planning policies and decisions will take into consideration the crime and traffic safety impacts of the uses.

Sections 6, 10, and 13 of the Safety Element contain goals and policies which relate to this section.

## **SECTION 10 -- CRIME PROTECTION AND TRAFFIC SAFETY DELIVERY SYSTEM**

Crime protection services for the City of Santa Fe Springs community are managed and provided primarily by the City's Department of Police/Community Relations and its contract with the Los Angeles County Sheriff's Department. The Mission Statement of the Department of Police/Community Relations is:

We shall foster and manage a partnership between the City, the Los Angeles County Sheriff's Department, and the City's residential, business, educational, and civic communities to focus resources on the goal of "Working Together For a Safe Community." The Department's mission shall be accomplished in a manner which reflects professionalism, fairness, and impartiality in the delivery of services to the community regardless of race, national origin, or status in life.

### **CRIME PROTECTION SYSTEM**

#### **Significant Characteristics of the Crime Protection System**

1. The Department of Police/Community Relations manages all the law enforcement resources of the City, including the City's contract with the Los Angeles County Sheriff's Department. The Department also coordinates the integration of other city non-law enforcement resources into the crime protection system.
2. The Department is located in the City's Police Services Center, a non-police station community safety services delivery facility. The Center includes offices for all of the Department's City staff and contract Sheriff's personnel; networked computer and radio communications systems; alternate City Emergency Operations Center equipment; and a community meeting and training room.
3. The contract with the Los Angeles County Sheriff's Department provides for sworn deputy patrol, tactical, investigative, and supervisory law enforcement services. The types and levels of service are established through an annual contract and though the discretionary deployment of specialized tactical and patrol officers. Contract resources are generally deployed from the Sheriff's region station, located in the adjacent city of Norwalk, but with local assignment to the Police Services Center.
4. The regional Sheriff's station serves the cities of La Mirada, Norwalk and Santa Fe Springs and the unincorporated areas of South and East Whittier. The station is the Sheriff's administrative headquarters for the region and contains offices for a number of specialized investigative and enforcement units staffed by "general county" Sheriff's personnel. These units serve the City of Santa Fe Springs on an as-needed basis and are not part of the basic City contract. Dispatching of sworn deputy patrols is made from this station, which includes the ability to provide and coordinate regional patrol resources in life-threatening and major emergency situations.
5. City staff Public Safety Officers provide civilian crime protection services through the management and handling of calls for service, crime report writing, crime scene

investigation, municipal code enforcement, and security for municipal facilities and events. The Officers staff the service operations of the Center. Park Rangers provide security protection to the City's six-acre Heritage Park.

6. The operating philosophy of the Department is to be "community based" by involving the community directly in helping to define enforcement problem needs, supporting the solution of those problems, and by involving law enforcement personnel in the community. The second operating philosophy of the Department is to be "solution oriented" in deploying the crime protection resources of the City. Both approaches are designed to enhance the cost effectiveness of available resources.
7. The Department equips and deploys specialized sworn deputy and Public Safety Officer teams on bicycles, horses, foot, undercover, and in unmarked vehicles. The Sheriff's contract provides for the use of helicopter support services.

In addition to crime rates, the Department reviews three measures as to the effectiveness of resource utilization. These measures are numbers of calls for service, response times for those calls, and the clearance rates resulting from crime investigation.

Table 10A notes the number of calls for services to Santa Fe Springs locations received by the regional Sheriff's station in the years 1988 - 1992 and by the Police Services Center in 1992 and 1993.

**TABLE 10 A**  
**City of Santa Fe Springs**  
**Law Enforcement Requests For Service**

AGENCY	1988	1989	1990	1991	1992	1993
Regional Sheriff's Station	12,101	12,390	14,030	14,933	15,206	N/A
City Police Services Center	N/A	N/A	N/A	N/A	10,100	14,200

Table 10B notes average response times in Santa Fe Springs by sworn Sheriff's deputy personnel in the years 1988 - 1993.

Table 10C reflects the clearance rates for major crimes committed in the City during the years 1988 through 1992.

**TABLE 10 B**  
**City of Santa Fe Springs**  
**Average Sworn Deputy Response Times**

	1988	1989	1990	1991	1992	1993
Immediate Response Time	9.8	9.2	10	9.1	7	6.9
Emergency Response Time	5.3	5.4	5.6	5.6	5.8	5.7

(Times are expressed in minutes)

**TABLE 10 C**  
**City of Santa Fe Springs**  
**Case Clearance Rate For Major Crimes**

YEAR	% CLEARANCE
1988	18.2%
1989	7.1%
1990	9.5%
1991	23.3%
1992	21.4%

## CRIME PREVENTION SYSTEM

### Significant Characteristics of the Crime Prevention System

1. The City's Public Safety Education Delivery System will be described in Section 13 of the Safety Element. It is a significant component in the Crime Prevention system.
2. The Department of Police/Community Relations is responsible for the Crime Prevention system. City Public Safety Officers and sworn Sheriff's personnel all have crime prevention responsibilities, which include conducting business and home security inspections, consulting on specific crime problem solutions, and distributing crime prevention equipment and information.
3. The Department evaluates applications and issues permits for the operation of certain high-crime risk businesses. Among these businesses are those involved in entertainment, alcohol and gun sales, massage parlors, vendors, and billiard parlors. Generally, such permits include establishing conditions of operation based on standards of crime prevention.
4. The City of Santa Fe Springs residential community is divided into Safe Neighborhood Teams of volunteers. These neighborhood teams are organized and trained to provide a community-based support system for Crime Alert (crime prevention) and READI (Residence Emergency and Disaster Initiative). As to crime prevention, the principles of neighborhood watch are utilized. A resident volunteer Coordinator/Captain committee develops procedures and policies for this program. Chart 4D, illustrates the organization of this volunteer system. The Safe Neighborhood Teams are discussed in Section 4 of the Safety Element.
5. The "solution oriented" approach to crime protection places priority on the identification of high risk crime types, locations and perpetrators in advance of the crime incident, then resources are focused in an effort to prevent the crime from occurring. A variety of communication, planning and management techniques are used by the Department to identify and attack these potential crime risks.
6. Safe Business Teams consist of business volunteers organized to support Crime Alert (crime prevention) and BEPN (Business Emergency Preparedness Network). These volunteers are organized to "harden" business crime targets and to practice neighborhood watch within the business community. Safe Business Teams are discussed in Section 4 of the Safety Element as they relate to emergency preparedness. Chart 4C shows the organization of the BEPN. A volunteer committee of the Santa Fe Springs Chamber of Commerce, the Security and Safety Committee, advises the Department Of Police/Community Relations on matters of business crime prevention.
7. The City's Interagency Task Force on Juveniles consists of representatives from all City programs, community-based organizations, and criminal justice agencies which focus on high-risk youth. Each City school is represented. The purpose is to coordinate crime prevention actions with regard to juveniles.

8. The Department has a Community Intervention Team consisting of a community psychologist, contract Los Angeles County Probation Officer, Juvenile Sheriff's detectives, and a Public Safety Officer. The team works with families, parents, and juveniles to prevent the development of criminally-oriented dysfunctional behaviors through an understanding of appropriate societal behaviors.
  
9. The City's holistic approach to public safety integrates a variety of interdisciplinary programs to develop safe, noncriminal behaviors. This approach recognizes that an entire system of non-law enforcement strategies must be used to help create a safe, crime-free community. This approach also acknowledges the direct correlation between maintaining a high quality community infrastructure, neighborhoods, and crime prevention. Table 10D lists those City programs which support the prevention of crime within the City.

**Table 10D**

**City of Santa Fe Springs  
Crime Prevention Support Programs  
In City Organization**

<b>PROGRAM</b>	<b>DEPARTMENT</b>
Child Care	Community Services
Teen Club	Community Services
Property Maintenance	Planning
Enforcement and Assistance	Planning and Fire
Land Use Code Enforcement	Community Services
Job Upward Mobility Program	Community Services
Reading Literacy	Community Services
Activity Center/Youth Activities	Community Services
Sports Programs	Community Services
High Risk Adventure	Community Services
Playground and After School Activities	Community Services
County Area Crime Prevention and Youth Diversion Programming	City/County Project
Inter-Agency Social Services Referral and Counseling	Community Services
Public Information on Crime Prevention	Administrative Services
Abandoned and Inoperative Vehicle Removal	Planning
Housing Programs, Including Rental Inspections and Assistance	Planning & Community Services

## **TRAFFIC SAFETY SYSTEM**

### **Significant Characteristics of the Traffic Safety System**

1. The Department of Police/Community Relations is responsible for the overall delivery of traffic safety enforcement actions. The City Department of Public Works is responsible for the design and installation of traffic control and traffic safety systems within the City's rights-of-way.
2. Contract Sheriff's sworn traffic patrol officers are responsible for enforcement within the City of the State Vehicle Code and City Code Traffic provisions. These officers also investigate traffic accidents.
3. Public Safety Officers administer the City parking enforcement program and investigate non-injury vehicular accidents.
4. A City Council appointed Traffic Commission is a citizen advisory body to the City Council on matters of traffic safety and enforcement.
5. City crossing guards provide traffic and pedestrian protection at designated marked intersection crossings.
6. The State Public Utilities Commission regulates the right-of-way for railroad crossings of City streets. Approach areas to the crossings are the City's responsibility.

### **CONSTRAINTS AND OPPORTUNITIES**

#### **Constraints**

The City's crime rate is adversely impacted by regional influences.

Limitations on public expenditure resources impacts the availability of unrestricted options for mitigating crime and traffic hazards.

#### **Opportunities**

The City has an effective law enforcement management system through its Department of Police/Community Relations.

The City's contract with the Los Angeles County Sheriff's Department provides the City with highly-trained sworn deputy personnel, specialized investigative units, and the advantages of extensive mutual aid resources.

The City's Police Services Center provides a local base for a broad range of community public safety services and provides a sound basis for community-based policing.

## GOALS

- 10.1 Continue to protect the Santa Fe Springs community from the loss of life and property from crime or traffic hazards.
- 10.2 Reduce the adverse economic, environmental, and social impacts of crime and traffic hazards on the community.
- 10.3 Continue to explore various regional cooperative approaches to reducing the regional impacts of crime. An example of such an approach includes the City's project of intergovernmental relations with the County of Los Angeles in the South Whittier unincorporated area.
- 10.4 Continue development of effective approaches to focusing and coordinating the criminal justice system on specific Santa Fe Springs crime hazards.
- 10.5 Integrate more effectively all the City's resources on addressing specific crime or traffic hazards.
- 10.6 Become increasingly effective in using the variety of City programs and resources to deter crime through child and family development, behavioral counseling and modeling, and diversion/alternate activity programs.
- 10.7 Continue efforts to enhance the community's involvement with law enforcement and vice versa and, in so doing, maintain good relations between all citizens and law enforcement personnel.
- 10.8 Continue to seek ways in which non-sworn employees, volunteers and the community can be more effectively utilized to maximize the efficiency of sworn officers.
- 10.9 Continue development of neighborhood crime watch programs as a crime prevention strategy.
- 10.10 Give priority to the enforcement of commercial and hazardous materials transportation laws on all city streets.
- 10.11 Keep crime rates, service response times, and property loss rates at the lowest levels feasible, and keep crime clearance rates and property recovery at the highest feasible levels.
- 10.12 Continue to increase the connection between schools and the City to solve juvenile crime problems in a proactive and preventive manner, including support of school-based disciplinary systems (e.g., school attendance review boards).
- 10.13 Give higher priority to maintenance and restoration of aging City infrastructure (e.g., bridge and overpass structures).

## POLICIES

- 10.1 Continue to provide law enforcement protection services at the lowest cost commensurate with adequate community protection.
- 10.2 Focus community and City organizational attention on the "broken window" theory of crime prevention (i.e., prevention of community physical deterioration correlates to prevention of crime).

Sections 4, 12, and 13 of the Safety Element set forth related policies and goals.

## **SECTION 11 -- CRITICAL FACILITIES HAZARDS**

In responding to the variety of community public safety hazards, the City's ability to react quickly and effectively is enhanced by a strong infrastructure of critical facilities.

### **CRITICAL FACILITIES CHARACTERISTICS AND HAZARDS**

Critical facilities are those which are necessary to the survival of the community during a public safety disaster. There are three types of critical facilities within the City of Santa Fe Springs. These are:

Facilities that provide vital emergency services (e.g., police, fire, emergency operations, utilities, and communication systems).

Facilities that house or serve large numbers of people who may be injured or killed in case of disaster damage to the facility (e.g., hospitals, emergency shelters, convalescent or care homes, and schools).

Facilities that house industries that could release hazardous substances.

Map 11A designates the location in Santa Fe Springs of those facilities in the first two categories, and Table 11A gives the specific identification of the facilities as a legend to Map 11A. The third category facilities are shown on Map 7C in the Safety Element.

#### **Critical Facilities Hazards**

Hazardous material critical facilities and the potential hazards of these uses are discussed in Section 6 of this Safety Element.

Unless special attention is given to survival of services facilities during a disaster or emergency, the ability of the community and the public safety services system to respond quickly and effectively to the emergency will be adversely impacted. Such delays could lead to unnecessary and higher levels of property and life losses.

Without special attention to the structural integrity of high occupancy facilities, disasters could lead to high losses of life and to the inability to shelter individuals displaced by the event.

### **CONSTRAINTS AND OPPORTUNITIES**

#### **Constraints**

The City does not have a local hospital care facility, although it is served by regional hospitals.

Within the City's geographical boundaries sufficient sheltering does not exist for the large number of potential evacuees should mass care be needed, both residential and business.

Virtually all of the City's designated emergency shelters are within the dam failure inundation area.

Map 11A

## City of Santa Fe Springs Locations of Critical Facilities

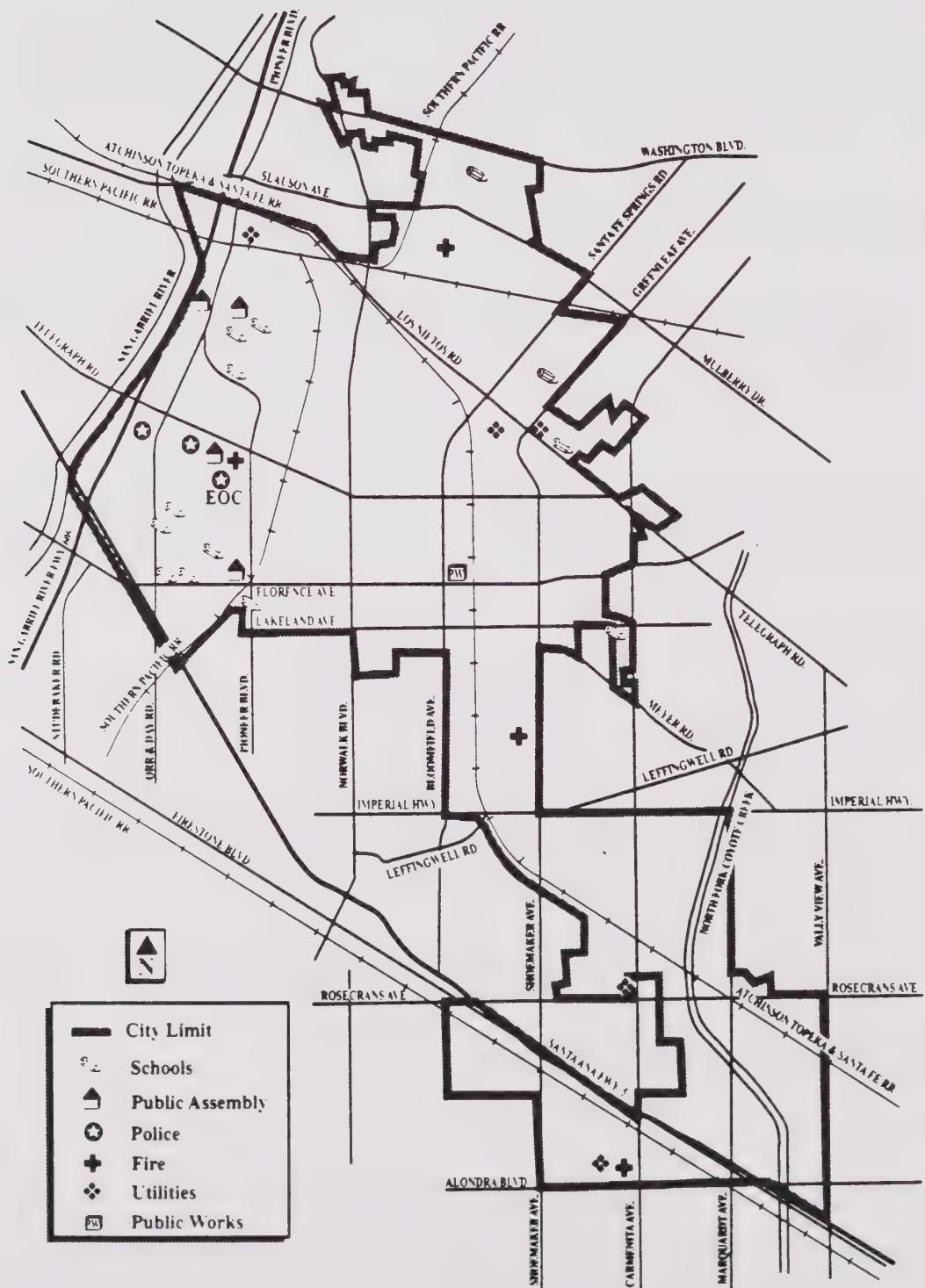


Table 11A

## City of Santa Fe Springs Names and Locations of Critical Facilities

<b>EMERGENCY SERVICES</b>	
<b>EMERGENCY OPERATIONS</b>	
FIRE	Emergency Operations Center (E.O.C.) 11736 Telegraph Road
	Fire Station #1 Headquarters 11300 Greestone Avenue
	Fire Station #2 8634 Dice Road
	Fire Station #3 15517 Carmenita Road
	Fire Station #4 11736 Telegraph Road
<b>POLICE SERVICES</b>	
	Police Services Center 11576 Telegraph Road
	California Highway Patrol 10051 Orr & Day Road
<b>PUBLIC SERVICES</b>	
<b>UTILITIES</b>	
	Santa Fe Springs Municipal Water System 12636 Emmens Way
	Edison Substations (3)
	Telephone Switching Stations (2)
<b>SCHOOLS</b>	
	Carmela Children Center 13300 Lakeland Road
	Hancock Pre-School 11449 Florence Avenue
	Jersey Elementary 9400 Jersey Avenue
	Lake Center Intermediate School 10503 Pioneer Boulevard
	Lakeview School 11500 Joslin Avenue
	Los Nietos Child Development Center 11115 Charlesworth Road
	Los Nietos Middle School 11425 E. Rivera Road
	Rancho Santa Gertrudes 11233 Charlesworth
	Santa Fe High School 10400 Orr & Day Road
	Santa Fe Springs Christian School 11457 Florence Avenue
	South Whittier Intermediate School 13243 E. Los Nietos Road
	St. Paul High School 9635 Greenleaf
	St. Pius X School 10855 Pioneer Boulevard
	Santa Fe Kid Company 11304 Washington Boulevard
<b>HOSPITALS</b>	
	None
<b>PUBLIC ASSEMBLY AREAS</b>	
	Activity Center – Los Nietos Park 11155 Charlesworth Road
	Lake Center Athletic Park 11641 Florence Avenue
	Neighborhood Center 9255 Pioneer Boulevard
	Town Hall 11740 Telegraph Road

## Opportunities

All of the City and school critical facilities meet earthquake codes and are of relatively new construction.

The City has dedicated a facility for emergency operations and has created a system of back-up facilities.

All utilities have back-up regional facilities which could assist in facilitating a rapid return to service should a localized emergency shut down local operations.

The City does not have a significant number of large housing or care facilities requiring specialized emergency response.

## GOALS

- 11.1 In developing public safety priorities and programs, keep the goal of maintaining a continuity of vital services and functions during an emergency.
- 11.2 Continue to regularly monitor critical facilities to be certain that emergency functions are maintained and that generators, computers, and other vital nonstructural elements are properly anchored.
- 11.3 Review the City's critical facilities every five years to check sufficiency to meet emergency public safety needs and to be certain that the infrastructure of communications, information, and sheltering systems are adequate.
- 11.4 Evaluate the impact of and response to a dam inundation which might close many City critical facilities.
- 11.5 Continue to support earthquake mitigation measures and provisions for alternative or back-up essential services, such as water, electricity, and natural gas pipelines and connections.
- 11.6 Continue to coordinate with Southern California Gas, Southern California Edison, General Telephone, Metropolitan Water District, and other local water agencies to develop plans for the provision of emergency services.

## POLICIES

- 11.1 City planning and operational goals will include the need to prevent serious structural damage to critical facilities, particularly those where a large number of people might congregate, and to determine the energy power needs of each facility.
- 11.2 In the future design of critical facilities within the community give priority to assuring that seismic standards are met.

## **SECTION 12 -- SAFETY STANDARDS DELIVERY SYSTEM**

The strength and framework of any system to mitigate the variety of public safety hazards present in communities are those laws, codes, ordinances and regulations which set forth the safety standards or expectations of the community. These standards are set through adoption by federal, state, county, and local levels of government and in some cases by industry regulation of itself. Such standards must be relevant, current, and enforced. The City's entire public safety system depends upon administration of these codes. This section of the Safety Element stands in support of all other sections of the Element.

### **THE SAFETY STANDARDS**

In order to promote public safety throughout the Santa Fe Springs, the City has developed or adopted, in some cases by reference, standards to prevent the creation of hazards; to eliminate or minimize existing hazards; to protect the community from existing hazards; and, as necessary, to prepare for emergency response to protect against further injury or loss from a hazardous incident which cannot be prevented. These standards can be grouped into the following categories:

#### **Land Use Standards**

These standards regulate or restrict the types and locations of land uses so as to reduce risks (e.g., zoning requirements).

#### **Site Planning Standards**

These standards regulate the manner in which land is developed in order to reduce risks through design considerations (e.g., development plan review).

#### **Building Standards**

These standards provide minimum guidelines for construction in a manner which ensures that all buildings and structures are safe for occupancy and use (e.g., building code requirements).

#### **Regulation of Activities**

These standards provide for regulating the conduct of activities which unnecessarily expose the community to hazards (e.g., entertainment use permitting regulations).

#### **Change of Conditions**

These are standards exercised by the City in order to eliminate or minimize hazards (e.g., storm drain installation standards).

## Social Conduct Standards

These are standards or laws regulating personal conduct in order to protect the community from the hazards of anti-social behavior (e.g., the State Penal Code).

## THE STANDARD ADMINISTRATION SYSTEM

The City's system of standard or code administration is decentralized along functional lines. The development, application, and enforcement of these codes is assigned to City departments based upon its relationship to the responsibilities of that department. The assignment of various hazards and examples of the applicable codes are as follows:

### FIRE DEPARTMENT

#### Hazards

Urban Fires	Industrial, Chemical, Methane, Oil Field, Pipelines, Storage Tanks, Power Lines, High Risk Occupancies
Wildfire	
Hazardous Materials	Site Contamination, Generator/User, Transportation, Waste Disposal, Releases

#### Codes

Fire Code

Federal, State, and City Hazardous Materials Disclosure and Management Statutes

State and City Waste Disposal Laws

State and City Codes on Storage Tanks

City Codes on Methane Hazards

State and City Codes on the Petroleum Industry and Underground Pipelines

Subdivision and Parcel Map Laws

State Emergency and Fire Management Statutes

City's General Plan



## **Department of Planning and Development**

### **Hazards**

Seismic and Geologic

Building, Structural

Private Property Maintenance Nuisances

Site Locations and Design for Land Use Hazards, including Utilities

Business Uses or Hazardous Activities

### **Codes**

Building Code

Zoning Ordinance

Property Maintenance Codes

City Code

Subdivision and Parcel Map Laws

City General Plan

## **Department of Public Works**

### **Hazards**

Critical Facilities, including Infrastructure

Landslides

Flooding

Water Supply

Traffic Safety (Including streets and railway corridors)

## **Codes**

City Code

Subdivision and Parcel Map Laws

State Traffic Code

Federal Flood Management Regulations

Site Grading and Drainage Regulations

City General Plan

## **Department of Police/Community Relations**

### **Hazards**

Personal or Corporate Criminal Conduct

Traffic Safety

Local/Regional Disasters

Flooding

Business Uses and Hazardous Activities - Entertainment, Alcohol Related, Billiard Parlors, Carnivals, Massage Parlors, Etc.

## **Codes**

State Penal Code

State Traffic Code

City Code

State Emergency Management Statutes

City General Plan

Each City Department has either a specific section or individual staff members assigned to administer these standards.

## **CONSTRAINTS AND OPPORTUNITIES**

### **Constraints**

Government has appropriate roles in the regulation of risks; however, there is a delicate balance before such controls can become excessive and burdensome to the proper growth of the community.

A decentralized system of administering codes, if not properly managed, can become inefficient, ineffective, and burdensome on those who are regulated.

The City does not control the content of standards in many areas established to mitigate hazards.

### **Opportunities**

The City has a well trained staff in all areas of code administration.

The City organization is designed to promote inter-departmental teams of code administrators and enforcers.

The City has created a proactive environment for the development of appropriate hazard mitigation standards.

## **GOALS**

- 12.1 Continue to develop more effective systems for seeking community input on areas of code enforcement needs and development.
- 12.2 Support actions at all levels of government to streamline regulatory administration without compromising, at the local level, the effectiveness of the mitigation actions.
- 12.3 Work to cross-train its staff in the basic elements of each of the standards systems described herein in an effort to maximize efficiency and effectiveness and to decrease the bureaucratic burden upon the public.
- 12.4 Identify potential public safety hazards through code enforcement and inspection activities, and require or encourage mitigation actions depending on the severity of the hazard. Give priority to retrofitting of facilities and equipment.
- 12.5 Code inspectors, fire safety, and police services staff should encourage businesses and residents to assist in reducing community risks by becoming involved in the volunteer Business and Safe Neighborhood Teams as described in Section 4 of the Safety Element.



- 12.6 Review of all development projects having public safety risk impacts, including crime and traffic, by staff in all potentially impacted City departments.
- 12.7 Give priority to the development of new approaches and technologies to "harden commercial targets" from the impacts of crime and incorporate these into City development codes.
- 12.8 Assess ability to assume some authority from other regulatory agencies as those agencies become adversely impacted by fiscal limitations.

## POLICIES

- 12.1 Continue to be proactive in the development, administration and enforcement of standards which will protect the community from serious public safety hazards.
- 12.2 Continue to give highest priority to code development and enforcement in the areas of structural, hazardous material, seismic, fire safety, crime, traffic, property maintenance, waste stream, and environmental hazards.
- 12.3 Give particular attention to fire, seismic, and structural code enforcement in critical facilities as identified in Section 11 of the Safety Element.
- 12.4 In support of emergency response vehicles and personnel, review and enforce standards for sufficiency of signage and location numbering systems.

## **SECTION 13 -- PUBLIC SAFETY EDUCATION SYSTEM**

The City's Public Safety Education Program promotes public understanding of the importance and practical application of fire safety, crime prevention, and emergency preparedness concepts and principles. The system utilizes community volunteers, information materials, technologies, and educational techniques to achieve its goals. The system is managed by the Department of Police/Community Relations, but every City department has a supporting role.

### **CRIME PREVENTION EDUCATION**

#### **Significant Characteristics of the Crime Prevention Education System**

1. The Program conducts free community training on a variety of subjects from how to prevent crime to understanding the operations of law enforcement. These courses are available year-round to both business and City residents. Courses are offered at City facilities, at schools, at businesses, and in neighborhoods.
2. The Program develops workshops for the business community on specific current crime problems with a "hands-on" orientation to prevention.
3. The Program develops and makes available to the community printed, audio, and visual materials on general and specific crime prevention problems and techniques. Such information includes tours and "open houses" of related facilities.
4. The Program develops and makes available behavioral-based training focusing specifically on family, parent, and adolescent behaviors which could lead to crime.
5. The Program trains residents and businesses on how to conduct voluntary crime prevention/security inspections. This deals with security practices as well as standards set forth in City safety codes. Separate home and community inspection "check lists" are provided.
6. The Program recruits, organizes, motivates, trains, and manages a system of community volunteers to promote and practice crime prevention. These programs, the Safe Neighborhood and Safe Business Teams, are more fully elaborated on in Section 4 of the Safety Element. Each team, residential and business, has separate curricula to prepare volunteers for their roles as members of the respective "Teams." Completion of the curricula leads to certification.
7. The Program manages a system of "community service" referrals from City schools and courts. In addition to performing mandatory community service, referrals are required to participate in a public safety awareness training course.
8. The Program uses the media, City and Chamber of Commerce newsletters, and a variety of program brochures to promote crime prevention programs.

## FIRE PREVENTION EDUCATION

### Significant Characteristics of the Fire Prevention Education Program

1. The Program develops and makes available classes and "hands-on" training on home, business, and personal fire prevention concepts and techniques. Courses are offered in businesses, schools, and at City facilities. Training is given to residents in conducting home inspections for fire safety. An inspection "check list" is provided.
2. The Program coordinates with the Fire Department suppression staff demonstrations of fire prevention and suppression tactics for businesses, schools, and City facilities. Tours and "open houses" of City facilities are conducted.
3. City Fire Department personnel conduct on-site training for personnel in "high-risk" businesses, and for fire and hazardous materials prevention and suppression tactics and strategies.
4. City Fire Department personnel train "low risk" businesses on conducting self-inspections for fire hazards and safety.
5. The Program uses the media, City and Chamber of Commerce newsletters, and a variety of program brochures to promote fire prevention programs.
6. The City's Fire Department assists in the training of private sector "fire brigades."

## EMERGENCY PREPAREDNESS EDUCATION

### Significant Characteristics of the Emergency Preparedness Education Program

1. The Program develops and makes available to the business, residential, and school communities training on emergency preparedness. The focus of these presentations is the pre-planning for, response to, and recovery from a disaster.
2. The Program makes available printed, audio, and video materials on emergency preparedness. Included in this material are self-evaluation check-lists on levels of preparedness.
3. The Program recruits, organizes, motivates, and trains emergency preparedness residential and business volunteers to support the City's Emergency Preparedness system. These are members of the Safe Neighborhood and Safe Business Teams, which are more fully described in Section 4 of the Safety Element and within the crime prevention segment of this Section.
4. The Program conducts field training of city staff, volunteers, and area disaster support agencies on the operations and use of emergency response equipment, including radios. Such training includes periodic disaster simulation exercises.



5. The Program uses the media, City and Chamber of Commerce newsletters, and a variety of program brochures to promote the emergency preparedness programs.

## **CONSTRAINTS AND OPPORTUNITIES**

### **Constraints**

Voluntary participation in public safety education requires a commitment of time and energy, both limited and valuable personal resources.

Public Safety Education is on the margin of consideration when discussions occur in the public sector over limited funding options.

### **Opportunities**

The City has an established and coordinated approach to public safety education directed toward the public and private communities and schools.

The Santa Fe Springs community has a demonstrated understanding of the need to participate in these education programs.

An effective set of public safety education relationships exists between the City and schools.

The Santa Fe Springs community has a demonstrated history of volunteerism and interest in supporting public service needs.

## **GOALS**

- 13.1 Continue programs to recruit, organize, train, and motivate volunteers in all areas of the public safety system.
- 13.2 Make available to the community, to the extent possible, community training programs in family education, crime and fire prevention, traffic safety, and emergency preparedness.
- 13.3 Continue close coordination with the City's schools in the provision of public safety education as a vital part of the child development curriculum.
- 13.4 Maintain and make available to the community a library of printed, audio, and visual materials on public safety.
- 13.5 Develop a priority for community training in the residential and business communities of safety self-inspection capabilities. This includes an understanding of safety standards and codes.
- 13.6 Continue to promote community-based feedback systems to the entire public safety program, including formal community and Chamber of Commerce committees.



- 13.7 Work with families in developing functional societal behaviors by juveniles through a variety of inter-disciplinary approaches.
- 13.8 Give high priority to working with the media to promote the dissemination of information about the City's public safety programs.
- 13.9 Give higher priority to the development and implementation of traffic safety education programs, including both motorized and non-motorized.
- 13.10 Create increasingly effective systems of communicating the content of various public safety standards and law to the public through public safety education.

## **SECTION 14 -- ELEMENT IMPLEMENTATION**

This section of the Safety Element provides an organization to the element by creating a responsibility linkage between the hazard mitigation systems, action policies of the City, and the potential public safety hazards identified herein.

### **IMPLEMENTATION ORGANIZATION**

Because of the multi-functional nature of the Safety Element, most of the City's organizations have some form of responsibility for its implementation. The City's policy orientation, as reflected in the structure of its organization, is to treat public safety concerns as the highest of priorities and to take multi-disciplinary or holistic approaches to addressing these needs.

Table 14A graphically represents the allocation of implementation responsibilities among the City's operational departments. Ultimately, the responsibility for the development, approval, and implementation of the element rests with the City Council and its appointed City Manager. A "P" designation means that the responsibility rests primarily with that City department. An "S" designation means that the department assumes a "support" relationship to this responsibility. Multiple "P" designations means the departments share primary responsibility.

### **PUBLIC SAFETY FACILITIES**

Map 14A locates the public and private facilities within the City which serve to directly support implementation of the programs, activities, and policies of the Safety Element.

### **CONSTRAINTS AND OPPORTUNITIES**

#### **Constraints**

Limitations on fiscal resources may impact the ability to utilize all hazard mitigation options in implementing the Safety Element.

If left unmanaged, bureaucratic obstacles to inter-governmental and private-public sector cooperation may impede full effectiveness in implementation.

#### **Opportunities**

The community has historically been supportive of innovation in its orientation to problem-solving and planning for the future.

The City will remain fiscally strong through prudent planning and economic development, thus, making resources available to the mitigation of public safety hazards.

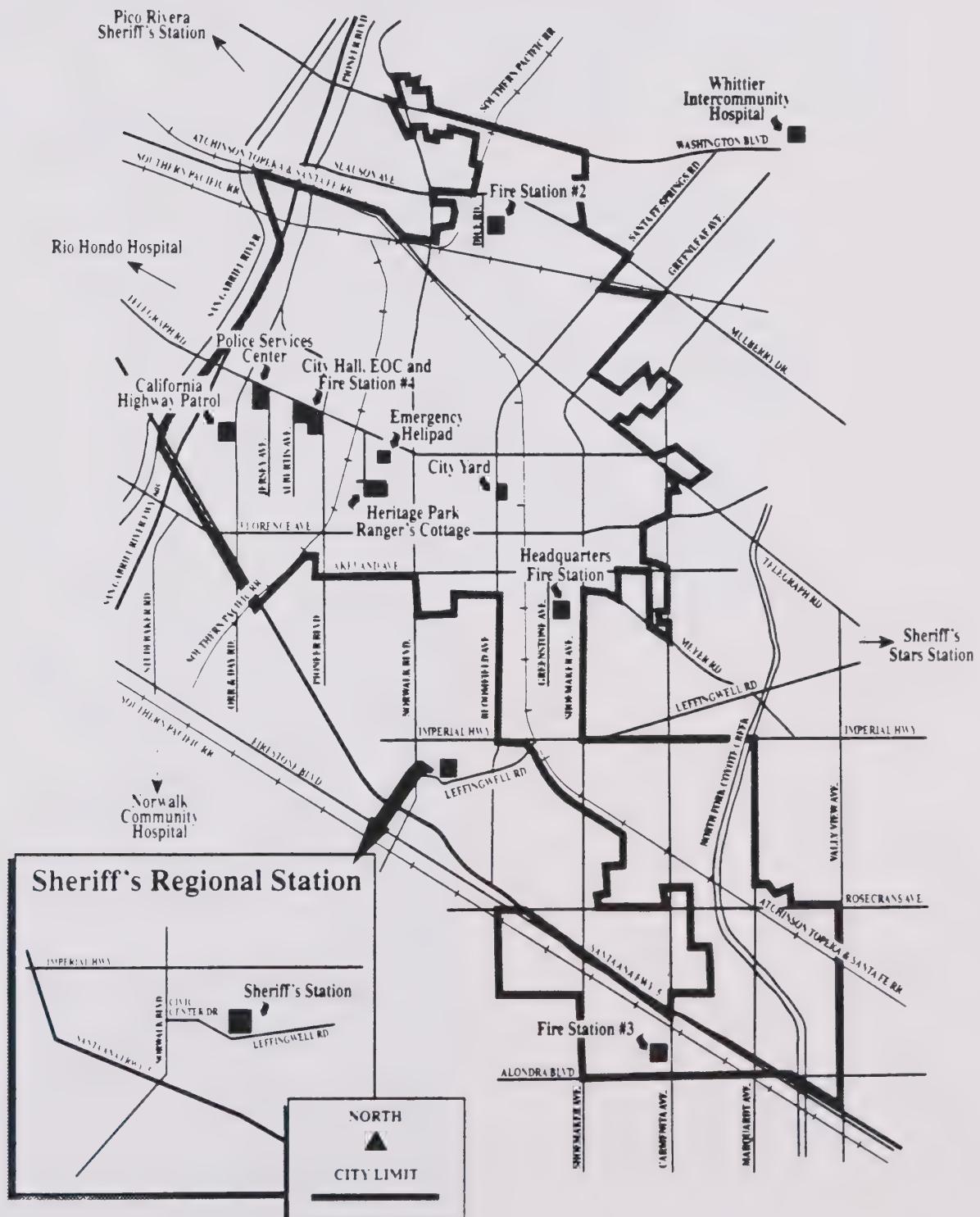
The City organization is structured to create inter-departmental coordination, a critical dynamic to implementing the Safety Element.

Table 14A

**City of Santa Fe Springs**  
**Safety Element Implementation Responsibilities**  
**P = Primary    S = Support**

	City Council City Manager	Planning Department	Public Works Department	Police/Community Relations Department	Fire Department	Finance and Administrative Services Department	Community Services Department
Policy Development and Approval	P						
Seismic Mitigation		P	S		S		
Seismic Response			S	P	P	S	S
Flood Control and Mitigation		S	P				
Flood Response			S	P	S		S
Fire Protection and Response			S	S	P		
Fire Prevention		S	S		P		
Hazardous Material Control and Mitigation		S	S	S	P		
Hazmat Response			S	S	P	S	S
Critical Facility Management			S	P	P		P
Crime Protection		S		P	S		S
Crime Prevention		S		P			S
Traffic Safety Enforcement			S	P			
Traffic Safety Engineering		S	P	S			
Safety Standards Development and Approval (Codes)	P	S	S	S	S		
Emergency Preparedness Response		S	S	P	S	S	S
Public Safety Education				P	S		S

## City of Santa Fe Springs Public Safety Facilities



## GOALS

- 14.1 Provide an environment that is reasonably safe from hazards so that the residents and businesses of Santa Fe Springs can be free from fear and apprehension.
- 14.2 Develop the resources to implement the necessary planning and administrative strategies to carry out the policies and purposes of this Element.
- 14.3 Lead the effort to maximize the cooperation and coordination of public, private, community, and inter-agency resources to implement the Safety Element.
- 14.4 Make every effort to maintain the vitality of the Safety Element, including formally reviewing the policies and goals set forth herein every five years.

# CIRCULATION ELEMENT



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# CIRCULATION ELEMENT

## INTRODUCTION

The Circulation Element is one of seven mandated elements of the General Plan and is intended to guide the development of the city's circulation system in a manner that is compatible with the Land Use Element. Because of the importance of a well-planned circulation system, the State of California has mandated the adoption of a citywide Circulation Element since 1955. The anticipated level and pattern of development, as identified in the Land Use Element, will increase capacity demands on the city's roadways. To help meet these demands and achieve balanced growth, the City has adopted specific goals and policies which serve as the basis for the Circulation Element.

## PURPOSE OF THE CIRCULATION ELEMENT

The purpose of the Circulation Element is to provide a safe, efficient and adequate circulation system for the city. The current State mandate for a Circulation Element states that the General Plan shall include:

*"...a circulation element consisting of the general location for proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan."*

To meet these objectives, the Circulation Element addresses the circulation system needed to provide adequate capacity for future land uses. It is not simply a transportation plan, but is actually an infrastructure plan which addresses the movement of people and goods and the distribution/supply of energy, water, sewage, storm drainage and communications. Corresponding goals and policies have been adopted to ensure that all components of the circulation system will meet the needs of the City of Santa Fe Springs.

The "General Plan Guidelines" (Section 65302 of the California Government Code), published by the State of California, Office of Planning and Research, suggests that the policies and plan proposals of the circulation element should:

1. Coordinate the transportation and circulation system with planned land uses;
2. Promote the efficient transport of goods and the safe and effective movement of all segments of the population;
3. Make efficient use of existing transportation facilities; and,
4. Protect environmental quality and promote the wise and equitable use of economic and natural resources.

Insofar as they pertain to the community, the following subjects are included in the Circulation Element of the General Plan:

- Streets and highways
- Public Transportation including railroads
- Bicycle and pedestrian facilities
- Sewer and water systems

The purpose of this element is to comply with the directive of state law and guidelines in order to achieve the objectives of promoting the efficient transport of goods and the safe, efficient movement of traffic within the city.

## SCOPE AND CONTENT OF THE ELEMENT

This element contains goals and policies designed to improve overall circulation in Santa Fe Springs and to address circulation issues that concern the city at the present time. For highway transportation, the physical attributes involve a network of roadways defined according to designated roadway types, each with specific design standards. Other modes are defined by appropriate physical attributes (e.g., bicycle trails), or simply by goals and policies (e.g., sewer and water systems).

The General Plan Traffic Analysis technical report prepared by Austin-Foust Associates, Inc., provides background information and acts as a supporting document for the Circulation Element.

## RELATED PLANS AND PROGRAMS

Several transportation plans have been prepared by the County of Los Angeles, focusing on the development of a regional transportation system to handle the anticipated traffic loads expected from future development. A number of plans have also been prepared identifying the location of future routes for mass transit including rail and bus service. Plans and programs related to the Circulation Element include the following:

- South Coast Air Basin, Air Quality Management Plan
- County of Los Angeles, Congestion Management Plan
- County of Los Angeles, Master Plan of Highways
- County of Los Angeles, Master Plan of Countywide Bikeways
- Los Angeles/San Diego Corridor Commuter Rail Plan

Other related plans and programs are discussed below.

### The I-5 Consortium

The Interstate-5 Consortium Cities Joint Powers Authority (JPA) is composed of six fully developed, urban communities along the I-5 corridor from the City of Commerce to the City of Buena Park. The JPA proactively seeks innovative capacity enhancement improvements that improve regional mobility and reduce local congestion while preserving the I-5 corridors economic vitality and the quality of life of its residential, business and non-profit constituents.

In partnership with Federal Highway Administration (FHWA), Metropolitan Transportation Association (MTA), Orange County Transit Association (OCTA), and Caltrans, the I-5 JPA promotes the development and implementation of the Model Capacity Enhancement Demonstration Project authorized by the United States Congress by developing consensus and support for innovative capacity enhancements that meet common regional and local goals. The consensus development role of the I-5 JPA includes providing local leadership, support and assistance to its member cities, its constituencies and Caltrans, the lead agency, in the study, design, and development of the Demonstration Project.

Specific goals of the I-5 JPA are as follows:

- Limit disruption to I-5 communities/businesses by working, to the fullest extent possible, within existing right-of-way.
- Limit the mixed flow capacity to four lanes in each direction.
- Consider incorporation of an elevated Transitway/High Occupancy Vehicle facility.
- Minimize and mitigate the noise and visual impacts of elevated facility.
- Upgrade I-5 interchanges at the SR-710, I-605, and SR-91.
- Improve crossing and parallel arterial roads.
- Provide access to regional transit.
- Explore Transportation System Management Improvements.
- Prepare an economic development plan to maximize benefits of corridor improvements and fully mitigate impacts.
- Pool resources for planning and implementation of Demo Project.
- Comply with Federal air quality standards.
- Use of advanced technology to increase capacity with minimal capital investment.
- Represent JPA cities in coordination and review of Caltrans plans, agreements, environmental documents and reports.
- Provide Caltrans information on local or planned improvements, property ownership, acquisitions, community standards, and utilities.

A "Capacity Enhancement Value Engineering Study" was carried out in 1993, and resulted in the JPA Board adopting a set of recommendations with respect to I-5 capacity enhancements. The next step is the preparation of a Project Study Report and Environmental Impact Statement.

## Norwalk/Santa Fe Springs Transportation Center

The Norwalk/Santa Fe Springs Transportation Center site has been approved by the Metropolitan Transportation Association (Metrolink), the Southern California Regional Rail Authority, Amtrak, and Santa Fe Railroad (the site is on Imperial Highway adjacent to the Santa Fe Railroad tracks). While the site is in the City of Norwalk, it is immediately adjacent to the City of Santa Fe Springs. Financial commitments by the City of Santa Fe Springs will assist in establishing the necessary amenities serving the project at the site, and help create a joint project that will benefit both cities.

## Relationship to Other General Plan Elements

A major goal in the update of the Santa Fe Springs General Plan is to achieve internal consistency throughout the various General Plan elements. For instance, the Circulation Element portrays the roadway system needed to serve traffic generated by the uses permitted in the Land Use Element. It is also associated with the Noise Element and air quality since traffic forecasts are used, in conjunction with other data, to determine noise contours and air quality impacts of the General Plan land uses.

The Circulation Element is also related to the Safety Element and the Open Space/Conservation Element. The Safety Element addresses evacuation routes and minimum road widths to accommodate City residents in the event of a catastrophe, while the Open Space/Conservation Element can identify standards for roadways, scenic highways and multi-use recreation trails.

## SUMMARY OF ISSUES, NEEDS, OPPORTUNITIES AND CONSTRAINTS

This section summarizes circulation-related issues, needs, opportunities and constraints identified in the General Plan preparation process. They are addressed within the goals and policies and the proposals contained in the physical description of the Circulation Element.

The following are pertinent statements regarding transportation in the City of Santa Fe Springs:

- Santa Fe Springs' historical development of local, collector and arterial streets has provided the basis for a safe and efficient roadway system. Arterial streets have been built with sufficient capacity to accommodate long-term traffic growth. In addition, driveway access has been limited to promote safe and efficient operations.
- A few critical sections of the City's arterial system are currently operating at their capacity or are approaching capacity. Hence increased traffic due to local and regional growth will create a need for increasing capacity at these locations.

- Evaluating future capacity needs requires the application of suitable performance criteria which describe the desired "level of service" to be achieved on the arterial street system. These performance criteria are based on a specific level of service, and represent a policy commitment by the City to provide adequate highway capacity.
- Traffic Demand Management (TDM) strategies required under current air quality legislation will have a positive impact on traffic congestion.
- Arterial highway railroad crossings create constraints to increasing capacity in certain locations.
- The City has only limited freeway access, and freeway access locations are where greater capacity deficiencies prevail. Seeking solutions to these type of constraints will require cooperative efforts with regional entities such as Caltrans and the Metropolitan Transportation Authority (MTA).

## GOALS AND POLICIES

The Circulation Element is based on a set of circulation-related goals which reflect and are designed to support the citywide objectives of the General Plan. The goals acknowledge the changing economic, social and environmental conditions in the City and surrounding regions, and the anticipated needs of the community. The circulation goals and policies are discussed in the following sections:

- Local Thoroughfares and Transportation Routes
- Intercity and Regional Transportation
- Transportation System/Demand Management
- Truck Circulation
- Public Transportation
- Trail Systems
- Parking
- Level of Service
- Sewer System
- Water System

The goals and policies set forth on the following pages form the basis for providing a circulation system that adequately serves the development intensity anticipated in the Land Use Element. They have been used to define the physical description of the Circulation Element as described in a later section of this element.

### Local Thoroughfares and Transportation Routes

A well-planned street system provides safe and convenient access to land use development in the city and serves the primary mobility needs of the community. To provide such a system, the Circulation Element includes a planned hierarchy of arterial roadways, each roadway serving a specific function and carrying a portion of the anticipated traffic demands.

**GOAL 1:** Provide a system of streets that meet the needs of the City and facilitates the safe and efficient movement of people and goods consistent with the City's ability to finance and maintain such a system.

**Policy 1.1:** Develop and maintain a circulation system that is based upon and is in balance with the Land Use Element of the General Plan.

**Policy 1.2:** Maintain and implement circulation system standards for roadway and intersection classifications, right-of-way width, pavement width, design speed, capacity and associated features such as landscaping buffers and building setback requirements.

**Policy 1.3:** Coordinate roadway improvements with applicable regional, state and federal transportation plans and proposals.

**Policy 1.4:** On a regular basis, identify, monitor and make recommendations for improvements to roadways and intersections that are approaching, or have approached, unacceptable levels of service or experiencing higher than expected accident rates.

**Policy 1.5:** Provide for the safe and expeditious transport of hazardous materials.

**Policy 1.6:** Limit driveway access on arterial streets to maintain a desired quality of flow.

**Policy 1.7:** Design local and collector streets to discourage their use as through routes.

**Policy 1.8:** Require that proposals for major new developments include a future traffic impact analysis which identifies measures to mitigate any identified project impacts, and adhere to the City's Congestion Management Plan.

**Policy 1.9:** Continue to coordinate efforts to rubberize all railroad crossings within the City.

**Policy 1.10:** Continue plans to provide grade separation between railroads and major thoroughfares, wherever feasible.

## **Intercity and Regional Transportation**

The Circulation Element is set in a regional context which recognizes the related transportation needs and planning activities of the surrounding County, Region, and State.

**GOAL 2:** Support development of regional transportation facilities which ensure the safe and efficient movement of people and goods from within the City to areas outside its boundaries, and which accommodate the regional travel demands of adjacent areas outside the City.

**Policy 2.1:** Maintain a proactive and assertive role with appropriate agencies dealing with regional transportation issues affecting the City.

Policy 2.2: Work with adjacent cities to ensure that the traffic impacts of development projects in these cities do not adversely impact the City of Santa Fe Springs.

Policy 2.3: Monitor and coordinate with Caltrans freeway work as it affects Santa Fe Springs' roadways and businesses, and require modifications as necessary.

Policy 2.4 Require that proposals for major new developments include a future traffic impact analysis which adheres to the City's Congestion Management Plan (see also Policy 1.8).

Policy 2.5 Work with the City of Norwalk in the development of a regional train station serving both cities.

## **Transportation System/demand Management**

Effective circulation planning must involve the use of Transportation System Management (TSM) and Demand Management (TDM) strategies. Operational improvements relating to signalization and intersection enhancements can help to increase the capacity of the existing circulation system. Through participation in Transportation Demand Management programs, vehicle trips can be significantly reduced. Continued participation in County and Regional efforts on TSM/TDM strategies can help to create long term reductions in traffic impacting the City of Santa Fe Springs.

**GOAL 3:** Develop and encourage a transportation demand management (TDM) system to assist in mitigating traffic impacts and in maintaining a desired level of service on the circulation system. The TDM system will be in accordance with the TDM ordinance adopted by the City of Santa Fe Springs pursuant to the requirements of the State's Congestion Management Plan Act.

Policy 3.1 Pursue transportation management strategies that will maximize vehicle occupancy and optimize average trip length.

Policy 3.2 Encourage non-residential development to provide employee incentives to utilize alternatives to conventional automobile travel (i.e., carpools, vanpools, buses, bicycle and walking).

Policy 3.3 Encourage the implementation of employer TDM requirements included in the South Coast Air Quality Management District's (AQMD) Regulations.

Policy 3.4 Encourage industry to use flex-time, staggered working hours and other means to lessen peak commuter traffic.

Policy 3.5 Encourage the use of multiple occupancy vehicle programs for shopping and other uses to reduce mid-day traffic.

Policy 3.6 Promote ridesharing through publicity and provision of information to the public.

**Policy 3.7** Minimize pedestrian and vehicular conflicts.

**Policy 3.8** Implement traffic signal coordination on arterial streets to the maximum extent practical, and integrate signal coordination efforts with those of adjacent jurisdictions.

**Policy 3.9** Encourage the development of additional regional public transportation services and support facilities including park-and-ride lots near the I-5 Freeway and the I-605 Freeway.

## **Truck Circulation**

The establishment of well-defined circulation routes for truck traffic will help to increase the efficiency of the street system and also address safety concerns. One of the major concerns of City residents is noise and safety from large vehicle traffic in or near residential areas.

**GOAL 4:** Provide for a truck circulation system that facilitates the effective transport of commodities while minimizing the negative impacts throughout the City.

**Policy 4.1** Provide primary truck routes on selected arterial streets, and where necessary, place restrictions on other streets to minimize the impacts of truck traffic on residential areas.

**Policy 4.2** Develop berms, landscape screening or barriers along truck routes to minimize noise impacts on sensitive land uses.

**Policy 4.3** Provide loading areas and accessways that are designed, located and screened so as to avoid conflicts with efficient traffic circulation.

**Policy 4.4** Work with local, regional and state agencies involved in mitigating truck traffic impacts on the region, e.g., scheduling truck traffic flow into/out of area to provide the least impact on commuter traffic.

## **Public Transportation**

Non-auto modes of travel enhance accessibility and maximize the available capacity on the roadway system.

**GOAL 5:** Maintain participation in a public transit system that provides mobility to all City residents and employees as a logical alternative to automobile travel.

**Policy 5.1** Coordinate with the MTA to increase transit services and expand services through transit facility improvements.

**Policy 5.2** Encourage major new development that is designed in a manner which facilitates provision or expansion of transit service, provides on-site commercial and recreational facilities to discourage midday travel, and provides on-site circulation.

**Policy 5.3** Require proposed major developments to include transit facilities, such as park-and-ride sites, bus benches, shelters, pads or turn-outs, where appropriate, in their improvement plans or in proximity to their development.

**Policy 5.4** Encourage developers to work with agencies providing transit service with the objective of maximizing the potential for transit use.

**Policy 5.5** Encourage employers to reduce employee vehicular trips by offering incentives for employees to use public transportation.

**Policy 5.6** Encourage MTA to support the Norwalk/Santa Fe Springs Transportation Center which will provide services for rail and bus utilization, and the construction of park-and-ride facilities for interface with regional freeway and HOV facilities, and the Green Line.

**Policy 5.7** Encourage the provision of safe, attractive and clearly identifiable transit stops throughout the community.

**Policy 5.8** Develop design standards that promote access to transit facilities.

**Policy 5.9** Encourage accessible and efficient public transit for persons with impaired mobility.

**Policy 5.10** Coordinate with Amtrak, MTA, and Metrolink regarding a linkage to commuter rail service for residents and employees, such as shuttle connections to employment centers and residential areas.

## Trail Systems

The network of bicycle routes serving the City of Santa Fe Springs connects with trails and paths of adjacent communities. An off-road bike path is currently constructed along the San Gabriel River Channel, and this trail interconnects with a major regional network extending from the mountains to the Pacific Coast.

**GOAL 6:** Support a system of safe, efficient and attractive bicycle and pedestrian routes for commuter, school and recreational use.

**Policy 6.1** Maintain a Bikeway Plan that is consistent with other adopted master plans, to assure that local bicycle routes will be compatible with routes of neighboring jurisdictions.

Policy 6.2 Maintain existing pedestrian facilities and support the inclusion of pedestrian facilities in new development.

Policy 6.3 Where appropriate, require proposed developments adjacent to proposed bikeway routes to include bicycle paths or lanes in their street improvement plans to construct the bicycle paths or lanes as a condition of project approval.

Policy 6.4 Endorse safe, separate, and convenient paths for bicycles and pedestrians so as to encourage these alternative forms of transportation.

Policy 6.5 Require plans for bicycle and pedestrian facilities to give priority to providing continuity and closing gaps in the bikeway and sidewalk network.

Policy 6.6 Encourage the placing of showers, changing rooms and bicycle storage at all major new and existing non-residential developments and public places.

Policy 6.7 Develop programs that encourage the safe utilization of easements and/or rights-of-way along flood control channels, public utilities, railroads and streets wherever possible for the use of bicycles and/or pedestrians.

Policy 6.8 Ensure accessibility of pedestrian facilities to the elderly and mobility impaired.

## Parking

The City currently allows limited on-street parking on the streets of the community. Santa Fe Springs generally discourages on-street parking, instead requiring adequate on-site parking.

**GOAL 7:** Promote sufficient, well-designed and convenient off-street parking facilities throughout the City.

Policy 7.1 Where necessary, establish Parking Management Plans or programs that identify parking requirements in specific areas.

Policy 7.2 Consolidate parking, where appropriate, to eliminate the number of ingress and egress points onto arterials.

Policy 7.3 Consider the use of public/private joint-ventures to provide funding sources for parking facilities.

Policy 7.4 Periodically review City parking requirements to make certain that all development provides sufficient on-site parking.

Policy 7.5 All parking areas should be well landscaped and maintained and well lighted.

## Roadway Level of Service

Goal 1 of the Circulation Element seeks to provide a highway system which supports existing, approved, and planned land uses throughout the City while maintaining a desired level of service on all streets and at all intersections. The level of service criteria are based on the following goal and related policies.

**GOAL 8:** Comply with adopted performance standards for acceptable levels of service.

**Policy 8.1** Maintain a citywide level of service (LOS) not exceeding LOS "D" for intersections during the peak hours, with the exception of the intersections of the I-605 on/off ramps at Telegraph Road, Valley View Avenue and Alondra Boulevard, Norwalk Boulevard and Washington Boulevard, and other locations where the City determines an exception is warranted.

**Policy 8.2** Maintain a citywide level of service (LOS) for links not to exceed LOS "C" for Secondary arterials and Local streets, and not to exceed LOS "D" for Major arterials. Exceptions to this are regional facilities such as Telegraph Road, and where intersection capacities are such that higher link volumes can prevail without capacity deficiencies occurring (i.e. "augmented capacity" roadways).

**Policy 8.3** Identify and improve roadways and intersections that are approaching, or have approached, unacceptable levels of service.

**Policy 8.4** Ensure that the location, intensity and timing of development is consistent with the provision of adequate transportation infrastructure and standards.

**Policy 8.5** Require major new development projects to mitigate off-site traffic impacts to the maximum extent feasible.

**Policy 8.6** Require the driveway access points onto arterial roadways be limited in number and location in order to ensure the smooth and safe flow of vehicles and bicycles.

**Policy 8.7** Require new development to install traffic signals at intersections or arterials which, based on individual study, are shown to satisfy traffic signal warrants.

## Sewer System

**GOAL 9.1:** Provide a sanitary sewer system to serve all land within the City with capacity sufficient to accommodate ultimate development in accordance with the Land Use Element.

**GOAL 9.2:** Prevent unacceptable wastes from being discharged into the sewer system.

**GOAL 9.3:** Provide for a program to replace old sewers as they deteriorate or become overloaded.

Policy 9.1 The cost of installation and maintenance should be borne by the properties benefitted.

Policy 9.2 A program to analyze and identify sewers needing increased capacity should be implemented. This program should determine costs to construct relief sewers and develop financing plans.

Policy 9.3 Encourage off-peak discharges to the sewer system where economically feasible.

Policy 9.4 Utilize pipe "lining" material to reduce frictional losses and increase capacity in overloaded sewers when economically feasible.

Policy 9.5 Trunk sewers should be constructed and maintained by the County Sanitation District.

Policy 9.6 Maintain an Industrial Waste Inspection and Regulation Program with all costs being paid by industrial waste dischargers.

### **Sewer System Master Plan**

The City of Santa Fe Springs Sewer Master Plan of 1966 and the "Sanitary Sewer System Study," prepared by the Sanitation Division of the County Engineer's Office, September, 1973, are hereby incorporated into the Circulation Element.

### **Water System**

**GOAL 10.1:** Provide a "Class I" water system to serve the entire City at the lowest feasible cost.

**GOAL 10.2:** Ensure adequate sources of supply sufficient to serve existing and future development of the City in accordance with the Land Use Plan.

**GOAL 10.3:** Provide a safe, potable supply of water meeting all Federal, State and Local health requirements.

**GOAL 10.4:** Eventually bring the water system service area into substantial conformity with the City boundary.

Policy 10.1 Obtain pumping rights to utilize low cost, high quality groundwater supply to the maximum extent.

Policy 10.2 Continue the development of the reclaimed water system to serve landscaped areas and industrial uses. Require the use of reclaimed water whenever economically feasible. Establish reclaimed water rates to encourage greater use of this resource.

Policy 10.3 Maintain a water quality monitoring program to ensure a safe, potable supply to the system.

Policy 10.4 Maintain a program to replace old leaking water mains and test and replace old water meters as needed.

Policy 10.5 Update the Water System Master Plan at least every ten years and include the reclaimed water system in the Master Plan.

Policy 10.6 Implement recommendations contained in the Water System Master Plan when feasible.

Policy 10.7 Program capital improvements to construct new and replace old wells, pumping plants, reservoirs, etc. to maintain a "Class I" rating.

## CIRCULATION PLAN

This section of the Circulation Element defines a circulation plan for the city that meets the requirements for safe and convenient movement of persons and goods at the development intensity anticipated in the Land Use Element. It includes a classification system that applies to all roadways that serve the city, and identifies specific improvements that will be required to implement this plan. A bikeway plan is delineated, and other components of the element such as public transit are discussed.

### Roadway Facility Classifications

The arterial roadway system in Santa Fe Springs is defined using a classification system which describes a hierarchy of facility types. The categories of roadways included in this classification system differentiate the size, function and capacity of the roadway links for each type of roadway. There are three basic categories in the hierarchy, ranging from "major" with the highest capacity to "local" streets with the lowest capacity, which can be summarized as follows:

**Major** - A four- to six-lane divided roadway with limited or no on-street parking, with a typical right-of-way width of 100 to 120 feet and a curb-to-curb pavement width of 80 to 104 feet. Major arterials typically carry a significant volume of regional traffic. When the traffic volumes warrant a six-lane arterial highway in areas where a full 120 feet of right-of-way is not feasible due to existing structures or topography, a lesser right-of-way (e.g., 100 feet) can be used to accommodate a six-lane facility. Otherwise, major arterials within a 100 foot right-of-way and 80 feet curb-to-curb would be constructed with four lanes and a median.

**Secondary** - A two- to four-lane undivided roadway, with a typical right-of-way width of 80 feet and a curb-to-curb pavement width of 64 feet. These roadways serve as collectors, distributing traffic between local streets and major arterials.

**Local** - A two-lane undivided roadway with a typical right-of-way width of 60 feet and a pavement width of 36 to 40 feet. This category of roadway is designed to provide access to individual parcels in the City. It is generally not included in the Circulation Element unless special circumstances require such inclusion for purposes of system continuity.

Figure 1 shows schematic cross sections of each category of arterial roadway. These sections represent desirable standards, but variation in right-of-way width and specific road improvements will occur in certain cases due to physical constraints and/or right-of-way limitations. In particular, the median width in six-lane and four-lane roadways will vary according to the area being served and the available right-of-way constraints and turn lane requirements. Hence, any of the arterial classifications may deviate from the standards where physical constraints exist or where preservation of community character dictates special treatment. Bikeway facilities are another factor which affect the specific standards applied for various facilities.

The desirable goal for every classified street section is that it carry the designed volume of traffic at the desired level of service. Within this requirement, descriptions of width and facilities are offered as basic guidelines and as noted above, variation in design is expected, depending on different community design characteristics. Different optional facilities are also expected (on-street parking, sidewalks versus pathways, bicycle lanes or paths, extra parkway or median landscape treatment, etc.). Another design consideration is the need to provide for the capacity requirements as specified in the County Master Plan of Arterial Highways.

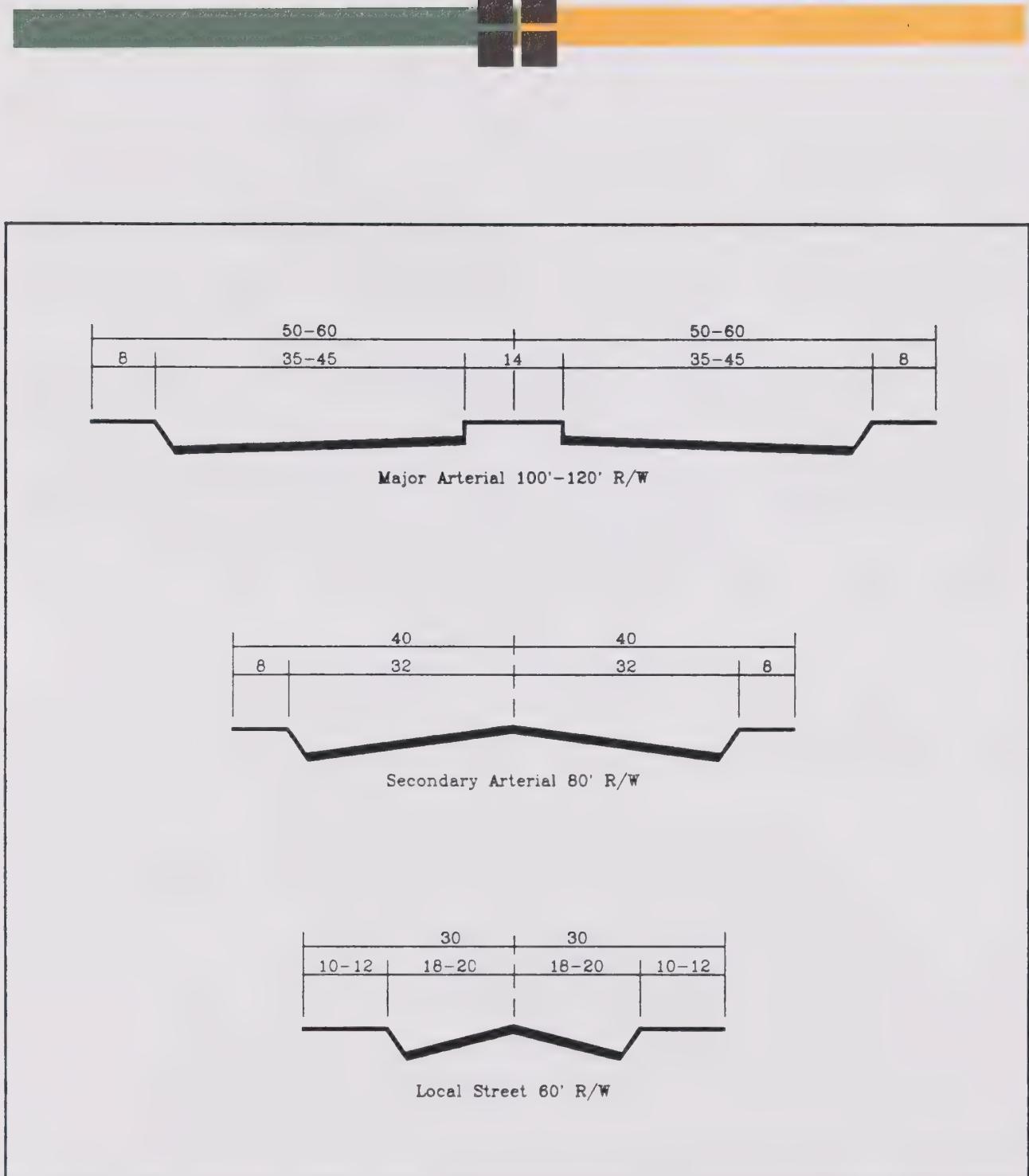


Figure 1  
TYPICAL CROSS-SECTIONS

## Performance Criteria

Evaluating the ability of the circulation system to serve the desired future land uses requires establishing suitable "performance criteria". These are the means by which future traffic volumes are compared to future circulation system capacity, and the adequacy of that circulation system assessed.

Performance criteria have a policy component which establishes a desired level of service (LOS) and a technical component which specifies how traffic forecast data can be used to measure the achievement of the criteria. The performance criteria used for evaluating volumes and capacities on the city street system are summarized in Table 1 and include both average daily traffic (ADT) link volume and peak hour intersection volume criteria. The link volume criteria allow certain links to reach LOS "E". These are where a significant amount of regional traffic is involved or where intersection capacities enable higher than typical link volumes to occur without exceeding capacity (see Policy 8.2).

Table 1

### CIRCULATION SYSTEM PERFORMANCE CRITERIA

The following are the performance criteria used for comparing volumes and capacities on the city street and highway system:

#### I. AVERAGE DAILY TRAFFIC (ADT) LINK VOLUMES

Level of Service C - Secondary and Local arterials

Level of Service D - Major arterials

Level of Service E - Regional highways and augmented capacity roadways

Table A below shows ACT volumes corresponding to these levels of service.

#### II. PEAK HOUR INTERSECTION VOLUMES

Level of Service D - Threshold level of service.

Table B below shows how these levels of service are specified.

Table A

## ADT LEVEL OF SERVICE VOLUMES BY FACILITY TYPES

## MAXIMUM VOLUME

<b>FACILITY TYPE</b>	<b>LOS C</b>	<b>LOS D</b>	<b>LOS E</b>
Major (6 lanes divided)	46,000	51,000	57,000
Major (4 lanes divided)	30,000	34,000	38,000
Secondary (2 to 4 lanes undivided)	24,000	27,000	30,000
Local (2 lanes undivided)	12,000	13,000	15,000

Table B

## PEAK HOUR LEVEL OF SERVICE

Peak hour intersection Level of Service (LOS) to be based on Intersection Capacity Utilization (ICU) values calculated as follows:

Saturation Flow Rate	16,000 Vehicles per Hour (VPH)
Clearance Interval	.05

Levels of Service are as follows:

<u>LEVEL OF SERVICE</u>	<u>MAXIMUM ICU VALUE</u>
LOS A	.60
LOS B	.70
LOS C	.80
LOS D	.90
LOS E	1.00
LOS F	Above 1.00

Table 2 describes traffic flow quality for different levels of service. Such criteria would be applied consistently for evaluating land use and circulation system changes and are the basis for the General Plan circulation recommendations contained in this report.

Table 2  
PEAK HOUR LEVEL OF SERVICE DESCRIPTIONS

<u>LEVEL OF SERVICE</u>	<u>TRAFFIC FLOW QUALITY</u>	<u>V/C VALUE</u>
<b>I. VOLUME/CAPACITY RELATIONSHIPS</b>		
A	Low volumes; high speeds; speed not restricted by other vehicles; all signal cycles clear with no vehicles waiting through more than one signal cycle.	0 - .60
B	Operating speeds beginning to be affected by other traffic; between one and 10 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods.	.61 - .70
C	Operating speeds and maneuverability closely controlled by other traffic; between 11 and 30 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods; recommended ideal design standards.	.71 - .80
D	Tolerate operating speeds; 31 to 70 percent of the signal cycle have one or more vehicles which wait through more than one signal cycle during peak traffic periods; often used as design standard in urban areas.	.81 - .90
E	Capacity; the maximum traffic volume an intersection can accommodate; restricted speeds; 71 to 100 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods.	.91 - 1.00
F	Long queues of traffic, unstable flow; stoppages of long duration ; traffic volume and traffic speed can drop to zero; traffic volume will be less than the volume which occurs at Level of Service "E".	Above 1.00
<b>II. INTERSECTION DELAY RELATIONSHIPS</b>		
A	Low delay (less than 5.0 seconds per vehicle). Occurs when progression is extremely favorable, and most vehicles arrive during the green phase and do not stop at all.	
B	Delay in the range of 5 to 15 seconds per vehicle. Generally occurs with good progression and/or short cycle lengths.	
C	Delay in the range of 5 to 15 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.	
D	Delay in the range of 25 to 40 seconds per vehicle. These higher delay may result from fair progression and/or longer cycle lengths, or high V/C ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	
E	Delay in the range of 40 to 60 seconds per vehicle. This is considered to be the limit of acceptable delay. These high values generally indicate poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	
F	Delay in excess of 60 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.	
Sources:	Highway Capacity Manual, Highway Research Board Special Report 87, National Academy of Sciences, 1965. Highway Capacity Manual, Transportation Research Board Special Report 209, National Research Council, 1985.	

## **Special Transportation Improvement Areas**

Three areas on the City highway system have been designated as "Special Transportation Improvement Areas". They involve roadway facilities which will require improvements in the future, but which involve cooperation/funding assistance from other jurisdictions. The three areas are as follows:

1. I-605/Telegraph Avenue
2. I-5/Carmenita Road/Firestone Boulevard
3. I-5/Valley View Avenue/Alondra Boulevard

All three involve freeway access related traffic demands, and have capacity enhancement needs such as intersection improvements, on/off ramp improvements and overpass widening. The I-5 Consortium Joint Powers Authority (JPA) is currently assisting in obtaining funding for widening the Carmenita Road overcrossing, this being an example of the type of joint actions needed to provide improvements for these specially designated areas.

## **Proposed Highway System**

Figure 2 shows the proposed highway component of the Circulation Element. It is defined according to the arterial street classifications defined earlier in this section. The technical support material prepared for the Circulation Element discusses the type of improvements needed to implement this arterial highway plan.

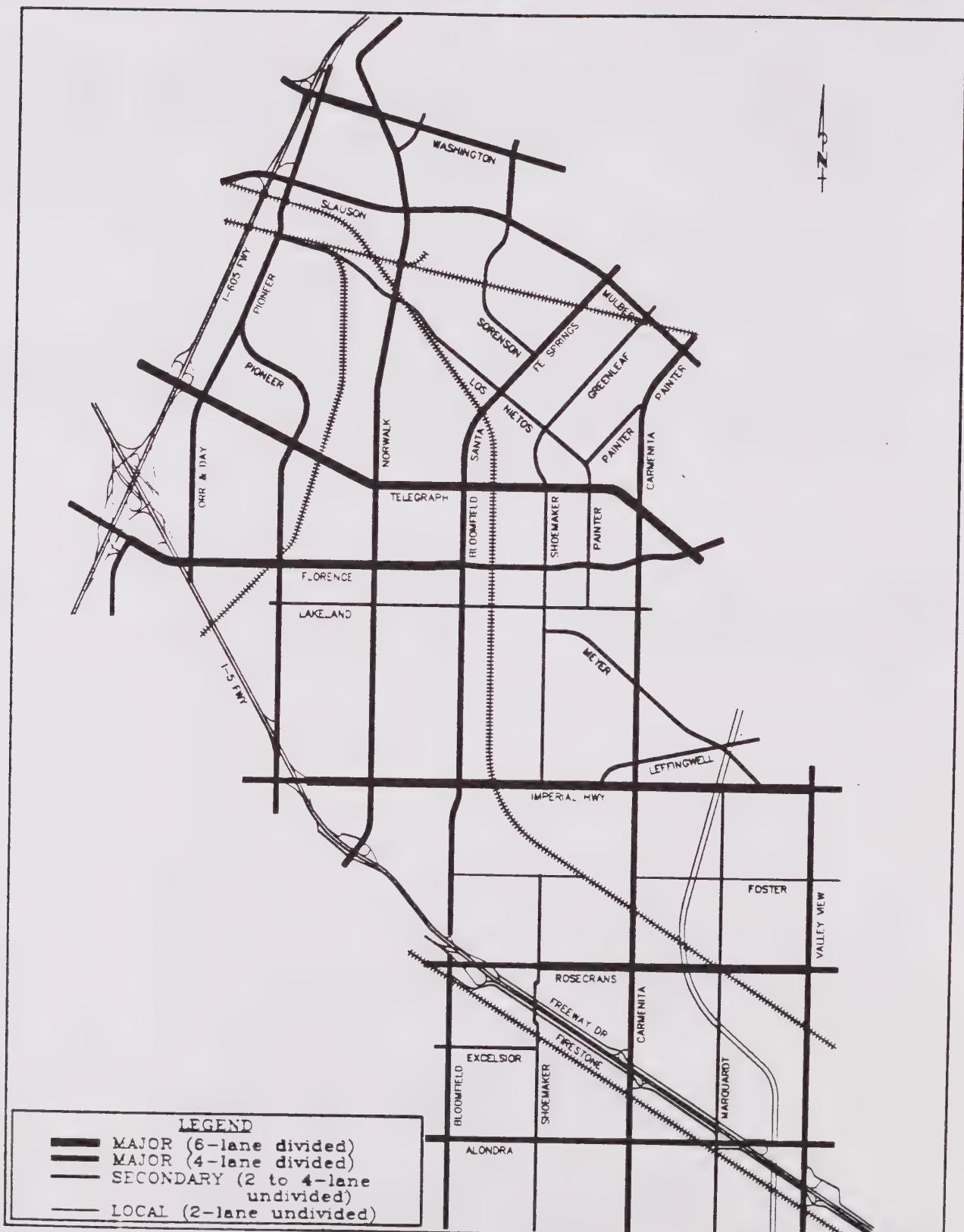


Figure 2  
PROPOSED ARTERIAL  
HIGHWAY SYSTEM

## Busway System

An existing network of public bus routes providing access to employment centers, shopping and recreational areas within the City is illustrated in Figure 3. Service is provided by the Rapid Transit District (RTD) as follows (routes below are described in one direction but run in both directions):

1. Route 111 - Telegraph Road west to Norwalk Boulevard, south on Norwalk Boulevard to Florence Avenue, west on Florence Avenue.
2. Route 270 - Broadway south to Norwalk Boulevard, south on Norwalk Boulevard to Slauson Avenue, west on Slauson Avenue to Pioneer Boulevard, south on Pioneer Boulevard to Orr and Day Road, south on Orr and Day Road to Florence Avenue, west on Florence Avenue to Studebaker Road, south on Studebaker Road.
3. Route 462 - Telegraph Road east to Norwalk Boulevard, south on Norwalk Boulevard.
4. Route 275 - Painter Avenue south to Carmenita Road, south on Carmenita Road to Leffingwell Road to Valley View Avenue, south on Valley View Avenue to Rosecrans Avenue, west on Rosecrans Avenue to Carmenita Road, south on Carmenita Road.

There is also, for a nominal fee to residents, a City sponsored tram service under contract with Norwalk's Municipal Bus System which features stops at the Civic Center and Santa Fe Springs Mall. This tram operates from 7:00 AM to 7:00 PM every weekday excluding holidays starting approximately on the hour, near Norwalk Boulevard and Lakeland Road.

Norwalk Municipal Bus Line N1 also serves the City running north/south from Whittier to Norwalk through various local and major streets.

## Rail Service

Passenger rail service for residents and employees of Santa Fe Springs is provided from an Amtrak depot to the southeast in Fullerton which is the main train station for all of south Los Angeles County. An analysis of the regional rail system between Los Angeles and San Diego (LOSSAN), currently being undertaken by Caltrans, will determine the future utilization of regional rail service at this facility.

The Southern California Regional Rail Authority adopted a Commuter Train Network Plan (Metrolink Plan) in September 1992. The Metrolink Plan calls for rail service to extend throughout the region and will eventually serve the counties of Ventura, Los Angeles, San Bernardino, Orange, Riverside and San Diego.

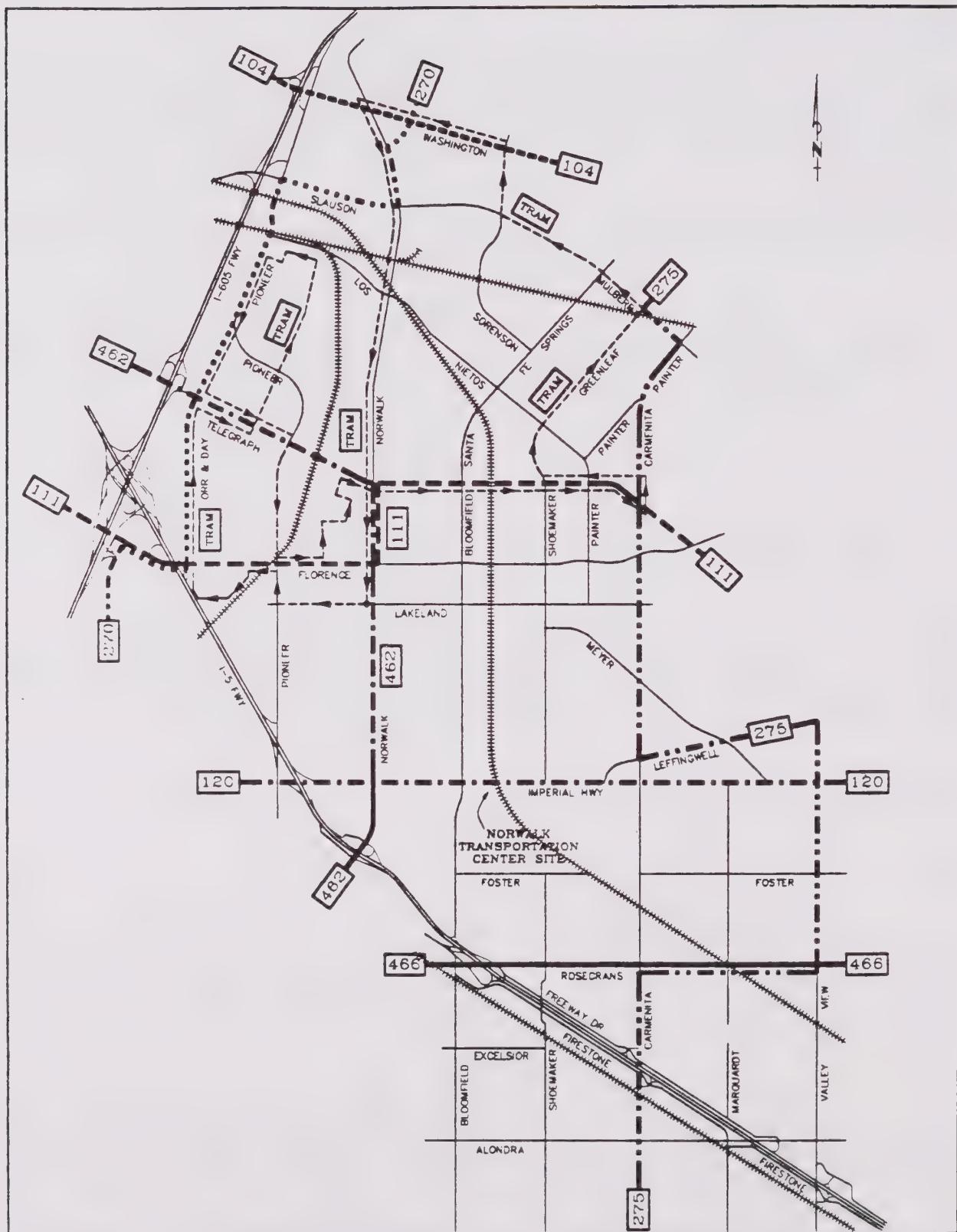


Figure 3  
EXISTING TRANSIT ROUTES

Metropolitan Transportation Authority (MTA), with the cooperation of the City of Norwalk and the City of Santa Fe Springs, is planning to locate a Transportation Center on the Amtrak line at Imperial Highway. This site will provide Metrolink service to the two cities.

## Metro Rail

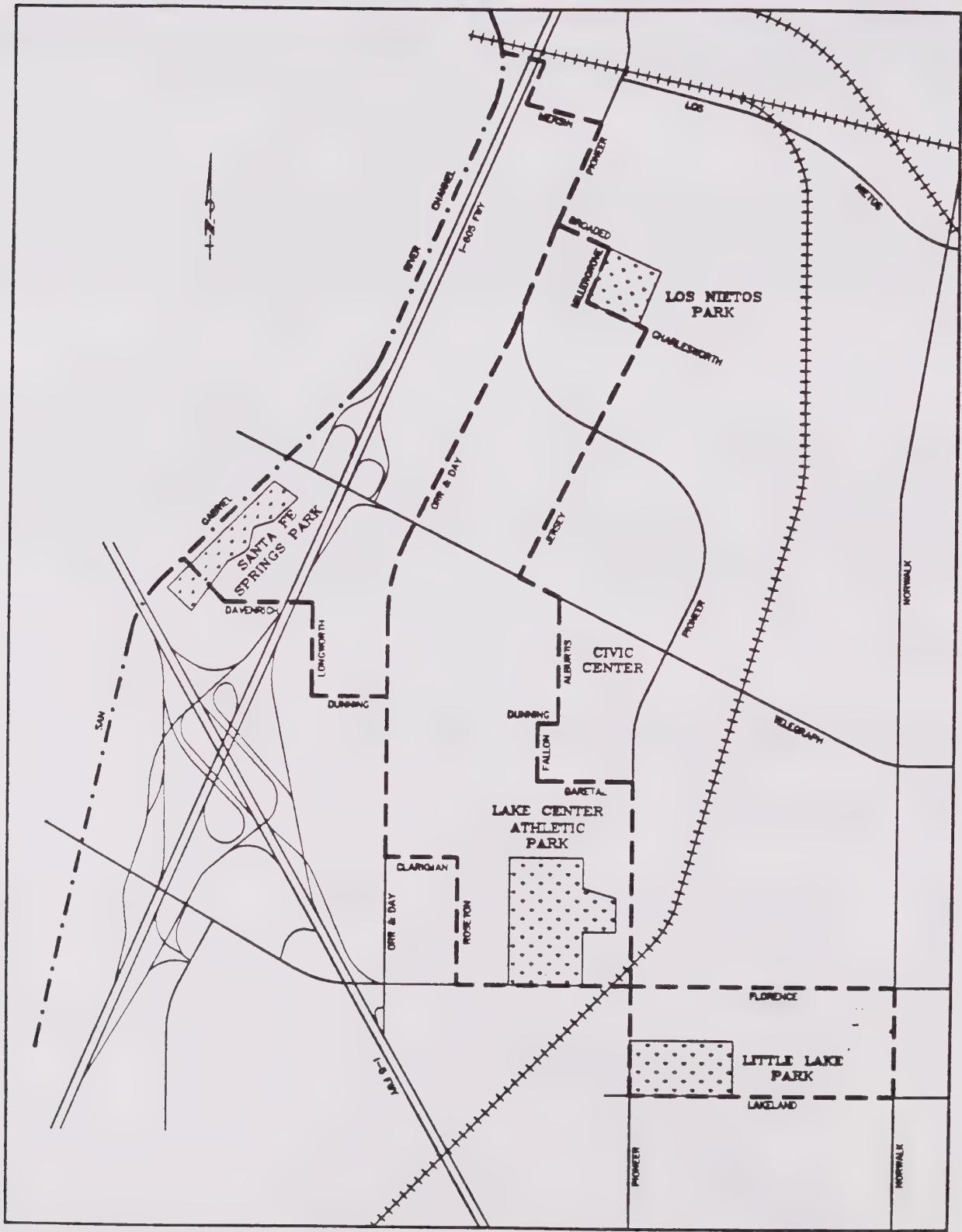
A new segment of the Metro Rail System, the "Green Line", has been built in the median of the newly opened Century Freeway (I-105). This line now terminates at the San Gabriel River Freeway (I-605). Efforts are underway to have the Green Line extended from the I-605 to the proposed Transportation Center at Imperial Highway.

## Air Travel

Air travel for City residents is available from several airports in the region. John Wayne Airport in Orange County is approximately 25 miles to the south. A second regional airport, located approximately 10 miles to the south in Long Beach, also provides service for the Santa Fe Springs community. The major airport serving the entire region is Los Angeles International (LAX), located 20 miles west of the City. With the opening of the I-105, access from Santa Fe Springs has been enhanced and travel time should be reduced to LAX. Also, the City owns and maintains a helipad for helicopter service.

## Bikeways

The existing bikeway system within the City of Santa Fe Springs and the Planning Area is illustrated in Figure 4. Table 3 describes the classifications in this plan.



LEGEND

- · — Class I (Off-Road) Bike Trail
- - - Class III Bikeway

Figure 4  
EXISTING BIKEWAYS  
AND BIKEWAY PLAN

Table 3

BIKEWAY CLASSIFICATION DESCRIPTIONS

**CLASS I BIKE PATH or BIKE TRAIL**

Provides a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians; crossflows with motorized vehicles minimized.

Sizing: Minimum width for Class I (two-way) is eight feet. Desirable width is 10-12 feet. Minimum shoulder width of two feet each side.

Minimum width for Class I (one-way) is five feet. Minimum shoulder width of two feet each side.

**CLASS II BIKE LANE**

Provides a restricted right-of-way on a roadway's shoulder designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited; vehicle parking and crossflows by pedestrians and motorists permitted. Vehicle parking in a Class II bike lane is not desirable and should be discouraged and/or restricted where possible. Additional lane width (12 feet minimum and 13 feet desirable) shall be required if on-street parking is permitted.

Sizing: Typical width of eight feet. A reduction in width to allow for restriping of an existing roadway or for added turning lanes may be permitted. In such cases, a five foot width, or gutter width plus three feet, whichever is greater, is the minimum width.

**CLASS III BIKEWAY**

Provides for shared use of roadway facilities. These bikeways share the street with motor vehicles or share the sidewalk with pedestrians. In both of these conditions, bicycle use is a secondary function of the pavement.

## IMPLEMENTATION PROGRAM

Many of the Circulation Element policies call for specific implementing actions to be taken by the city. Other policies refer to subsequent programs and/or actions which will implement the provisions of the General Plan Circulation Element. The following summarizes the various actions to be taken to implement the Circulation Element of the General Plan.

### Arterial Highway System Improvements

Implementing the General Plan Circulation Element will require adding to or improving the existing arterial highway system in response to future increases in traffic. An implementation program to achieve this will monitor improvement priorities, establish funding sources, and incorporate the needed improvements into the City's Capital Improvement Program (CIP) on a regular (e.g. annual) basis. Specific implementing actions are as follows:

- Evaluate and if necessary refine the current CIP mechanism to ensure a formalized method of identifying the roadway improvements that need to be made in a five to seven year time frame.

- Establish guidelines for traffic impact fees so that an equitable means can be established for requiring new development to pay a fair share of the needed transportation improvements.
- Make an annual determination of potential sources of highway funding, such as Proposition 111 (Congestion Management).
- Coordinate improvement plans with regional activities so that improvements within the City will obtain maximum benefit from other improvement activities in surrounding jurisdictions.

**Responsible Agency/Department:** Public Works.

**Funding Sources:** Various

**Time Frame:** Annual update

**Related Circulation Element Policies:** 1.1-1.8, 2.1-2.5, 8.1-8.7

### **Transportation System/demand Management**

Goal 3 of the Circulation Element requires maximizing the efficiency of the Circulation System through use of Transportation System/Demand Management strategies. Implementing actions of this goal can be summarized as follows:

- Implement traffic signal coordination on arterial streets to the maximum extent practical.
- Encourage the implementation of Employer Transportation Demand Management (TDM) measures as required by the Southern California Air Quality Management District's Regulation 15 and by Proposition 111 as part of the Congestion Management Program.
- Provide informational services that will enhance ridesharing and the use of other non-vehicular modes.

For public transportation, the desire to maximize transit use is contained in Goal 5 of the Circulation Element. Implementing actions to be undertaken for this are as follows:

- Support the efforts of the appropriate transportation agencies to continually upgrade local and express bus service to the Santa Fe Springs community and to provide Park and Ride lots near the freeways.
- Require major new developments to participate in transit amenities, such as bus shelters and turn-outs.

- Coordinate roadway improvements with transit service so that where applicable, special features, such as bus turn-outs, can be provided in the improvement program.

**Responsible Agency/Department:** Public Works

**Funding Source:** Various

**Time Frame:** On-going

**Related Circulation Element Policies:** 3.1-3.9, 5.1-5.10

### Bicycle and Pedestrian Facilities

These components of the General Plan Circulation Element provide alternative modes of transportation and recreation-related facilities. Implementing actions are as follows:

- Provide uniform standards and practices for the safety of pedestrians and bicyclists by providing adequate sidewalks, bicycle lanes, and off-road bicycle trails where practical.
- Include pedestrian walkway standards as requirements of new development.
- Coordinate the development and maintenance of bikeways with the work carried out by the County.

**Responsible Agency/Department:** Planning/Public Works

**Funding Source:** Various, including City General Fund

**Time Frame:** On-going

**Related Circulation Element Policies:** 6.1-6.8



# NOISE ELEMENT





# NOISE ELEMENT

## INTRODUCTION

The control of noise is an essential part of preserving the quality of a community. The development of effective strategies to reduce excessive noise in the community is paramount to creating a safe and compatible living and working environment. Since its inception, the City of Santa Fe Springs has made a conscious commitment to the identification and control of noise and its sources throughout the city. A noise element is required by the State to enable cities to limit exposure to excessive noise levels, and is a required element of every general plan.

## PURPOSE OF THE NOISE ELEMENT

The Noise Element of a General Plan is a comprehensive program for including noise control in the planning process. It is a tool for achieving and maintaining environmental noise levels compatible with land use. The Noise Element identifies noise sensitive land uses and noise sources, and defines areas of noise impact. The element expands on the many programs already in place and establishes new goals, policies, and programs to ensure that the residents of Santa Fe Springs will be protected from excessive noise.

## RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The General Plan consists of many different elements. Of these, the Land Use, Circulation, Housing, Open Space/Conservation and Safety elements are most closely related to the Noise Element.

When integrated with the Noise Element, the Land Use Element will show land uses in relation to existing and projected noise contours. In this way, compatible and incompatible land uses may be identified. The Noise Element relates to the Circulation Element since the circulation system is the primary source of noise throughout the planning area.

Since residential and public facility (schools, parks, libraries) land uses are noise sensitive, the information provided in the Noise Element will need to be considered in the planning of future housing and public facility developments, as discussed in the Housing Element. The Noise Element also relates to the Open Space Element since excessive noise can have a detrimental impact on the enjoyment of open spaces. Therefore, the information provided in the Noise Element needs to be considered in planning for this type of land use as well. In addition, open space areas can be used as buffers to mitigate noise levels for more noise-sensitive land uses.

Excessive noise can also be detrimental to a person's health or cause hearing loss over long periods of time. Therefore, the Noise Element will need to be considered in the Safety Element when assessing impacts on job-related environments and noise exposure levels at noise-sensitive areas (residential, parks, schools, libraries, and hospitals).

## **SCOPE AND CONTENT OF THE ELEMENT**

The Noise Element follows the State guidelines prepared by the Office of Noise Control, State Department of Health as a result of Senate Bill 860(A) (effective January 1, 1976). The element quantifies the community noise environment in terms of noise exposure contours for both-near-and long-term levels of growth and noise-generating activity. The information is a guideline for the development of goals and policies to achieve noise compatible land uses.

## **RELATED PLANS AND PROGRAMS**

There are several existing plans and programs that are directly applicable to the aims and objectives of this Element. These plans and programs have been enacted through State and local legislation and are administered by agencies that are delegated with powers to enforce State and local laws.

### **California Environmental Quality Act Law and Guidelines**

The State legislature adopted the California Environmental Quality Act (CEQA) in response to a public mandate that called for a thorough environmental analysis of those projects which might have a significant adverse effect on the environment. The CEQA law and guidelines, as amended in 1991, describe the provisions of the law, the review procedure, and any subsequent analysis that is required. CEQA will continue to be instrumental in ensuring that City officials (both appointed and elected) and the general public assess and mitigate the impacts of all potentially significant projects.

### **California Noise Insulation Standards (Title 24)**

The California Department of Housing and Community Development officially adopted noise insulation standards effective August 22, 1974. On November 14, 1988, the Building Standards Commission approved revisions to these standards (Title 24, Part 2, California Code of Regulations). The ruling states that the "Interior noise levels attributable to exterior sources shall not exceed 45 decibels (dB) in any habitable room. The noise metric shall be either ... day-night sound level (Ldn) or ... community noise equivalent level (CNEL), consistent with the noise element of the local general plan." Additionally, the Commission specifies that residential buildings or structures to be located within exterior CNEL (or Ldn) contours of 60 dB or greater of an existing or adopted freeway, expressway, parkway, major street, thoroughfare, rail line, rapid transit line, or industrial noise source shall require an acoustical analysis showing that the building has been designed to limit intruding noise to an interior CNEL (or Ldn) of 45 dB or less.

### **City of Santa Fe Springs Noise Ordinance**

The City's Noise Ordinance provides a basis for controlling excessive and annoying noise from stationary sources such as industrial plants, pumps, compressors, refrigeration units, etc. It provides specific noise standards to be applied for various land uses for both daytime and nighttime hours and describes the manner in which the noise standards are to be enforced.

## INVENTORY OF CURRENT AND BUILDOUT CONDITIONS

The inventory contains a detailed description of the current and buildout noise environments within the City of Santa Fe Springs. These descriptions are based on an identification of noise sources and noise sensitive land uses, an existing community noise measurement survey, noise contour maps, and buildout projections of noise.

### Sources of Noise

Major noise sources in the City of Santa Fe Springs include freeways, railroads, major and minor arterial roadways and industrial zones. These can be grouped into two basic categories: transportation sources (primarily traffic) and non-transportation sources. Each source and its impact on the noise environment is summarized in the following paragraphs and discussed in greater detail in the Technical Memorandum.

The most significant and common source of noise in urban areas is transportation related. This includes automobiles, trucks, buses, motorcycles, railroads, aircraft and trains. Motor vehicle noise is of concern because of its continuous nature and because of its proximity to noise sensitive areas.

The City of Santa Fe Springs is bisected by several arterial roadways and by two freeways. Some of the major arterials in the area include Telegraph Road, Florence Avenue, Carmenita Road, Imperial Highway, Norwalk Boulevard, Pioneer Boulevard, and Washington Boulevard. Some additional roadways carry significant traffic volumes and are adjacent to noise sensitive land uses.

The Southern Pacific rail line passes through the western portion of the City adjacent to the boundary of the residential area. Currently, there are about 15 unscheduled freight trains per day on this line running intermittently throughout a 24-hour period. There are also typical operations at the Los Nietos Yard, including freight car switching. Future increases in operations on this line are expected to be minimal.

The Achetson and Topeka (A&T) and Santa Fe (SF) Rail Companies have lines running through the commercial/industrial portion of Santa Fe Springs. Traffic consists of both freight and passenger trains. Currently there are about fifty-eight trains per day passing through Santa Fe Springs throughout a 24-hour day. By the year 2012 this will increase to about one hundred thirty-eight trains or about six per hour.

### Noise Sensitive Receptors

The most predominant noise sensitive land use in the City of Santa Fe Springs is residential. This land use is especially noise sensitive because: some individuals spend considerable time at home during noise sensitive time periods; a number of activities occur outdoors; and, sleep disturbance is most likely to occur in residential areas.

Additionally, the City of Santa Fe Springs has several public and private educational facilities, churches, a hospital, a library, and extensive park and recreation facilities that are noise sensitive. The General Plan Land Use Map shows the locations of residential areas, schools, and parks.

### **Community Noise Measurement Survey**

A noise measurement survey was conducted from May through October 1993 and was based on the identification of the major noise sources and the location of sensitive receptors. The survey is found in the Technical Memorandum. It identifies existing noise levels at noise sensitive land uses and provides empirical data for the correlation and calibration of the computer modeled noise environment. In addition, the survey provides an accurate description of the ambient noise levels at various locations throughout the city.

The ambient noise measurements provide an indication of the background noise levels at the measurement sites and of the validity of the Federal Highway Association traffic noise model used for the community noise equivalent level (CNEL) noise projections. A total of six 24-hour noise measurements and twenty-five limited duration noise measurements were obtained throughout the City during this period. Figure 1 provides the locations of the measurement sites.

The methodology used to obtain the measurements is summarized in the Technical Memorandum. The actual noise levels, the primary noise sources at each site, and other pertinent data is also presented in the Technical Memorandum.

### **Community Noise Contours**

The noise environment for the City of Santa Fe Springs can be described using noise contours developed for the major noise sources within the area. Noise contours represent lines of equal noise exposure. Figures 2 and 3 present the noise contours for the City of Santa Fe Springs for existing 1992 and future (2012) conditions. The contours shown on the maps with a CNEL of 60 dB to 75 dB represent train and traffic noise. Full size maps are available for inspection at the Department of Planning and Development. The distances to the contour lines are tabulated in the Technical Memorandum.

The noise contours for the City of Santa Fe Springs were developed based upon existing and future traffic conditions, train operations, significant point sources and environmental conditions. The assumptions and methods used to develop the contours are explained in detail in the Technical Memorandum.

The noise contours should be used as a guide for planning. The 60 dB CNEL contour defines the noise impact area. Any proposed noise sensitive land use (i.e., residential, hospitals, schools and churches) within this area should be evaluated on a project specific basis since the project may require mitigation to meet City or State (Title 24) standards. In these areas new or expanded noise sensitive developments will be permitted only if appropriate mitigation measures are included such that the City and State standards are achieved.

## Areas of Special Concern

Some areas of special concern are near the I-5 and I-605 freeways. At these locations the existing CNEL ranges from 66 to 68 dB. The City has constructed soundwalls along these freeways which significantly reduce the traffic noise. However, at some locations the exterior noise exposure exceeds the City's 65 dB standard.

Residences next to some major and secondary arterials in the City of Santa Fe Springs are exposed to a CNEL over 65 dB. These arterials include Florence Avenue, Greenleaf Avenue, Los Nietos Road, Orr & Day Road, Pioneer Boulevard and Telegraph Road. Traffic noise levels may increase throughout the City as traffic volumes increase.

Also shown on Figure 2 are the areas within the City that are out of compliance with the City's noise standards. These are residential areas of the City that experience a CNEL of greater than 65 dB. The City considers these areas Noise Study Zones which rate special planning and programs to assist in the mitigation of this problem. Additionally, the City has pledged to retrofit any properties it should acquire within these zones to satisfy current City noise standards.

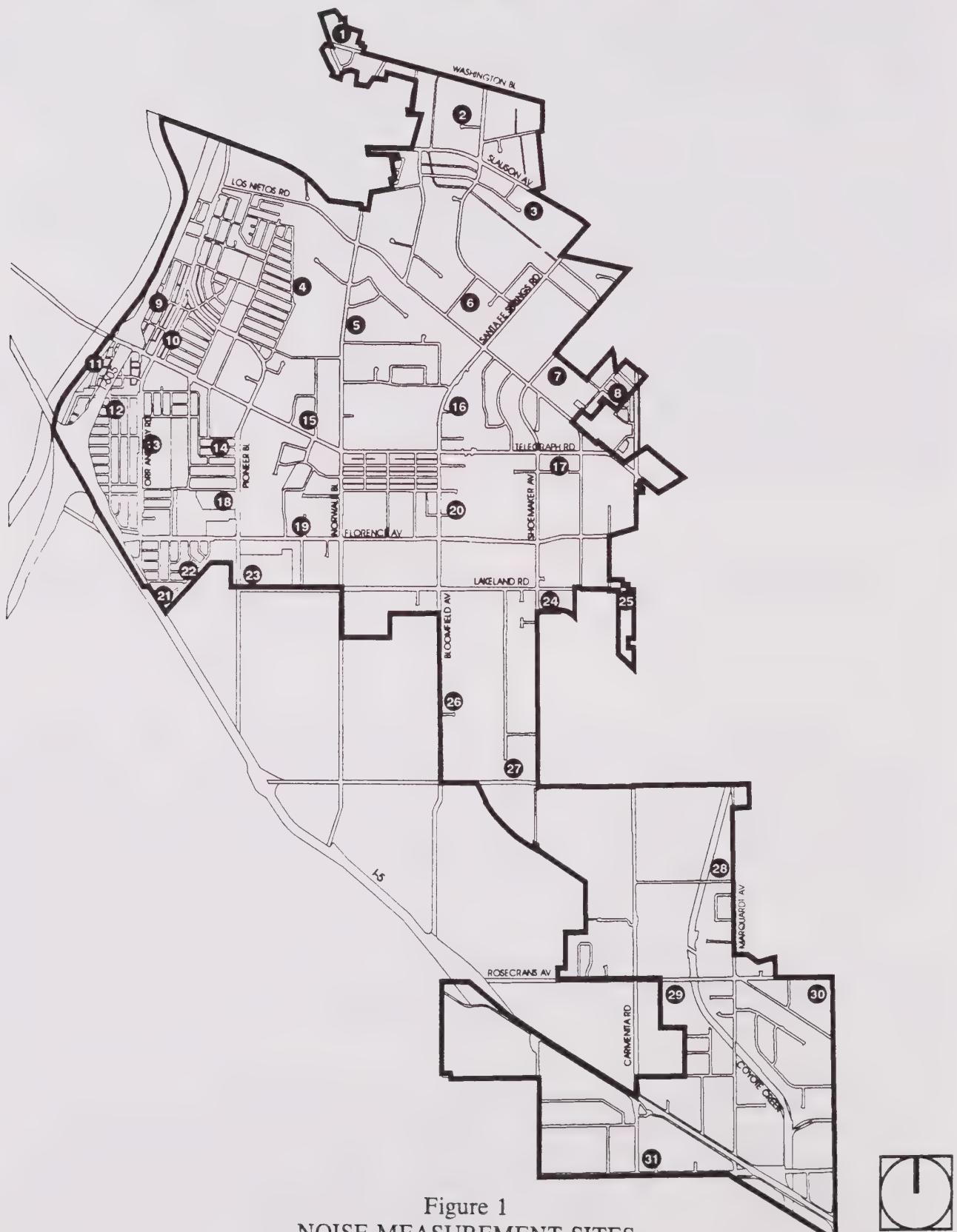


Figure 1  
NOISE MEASUREMENT SITES



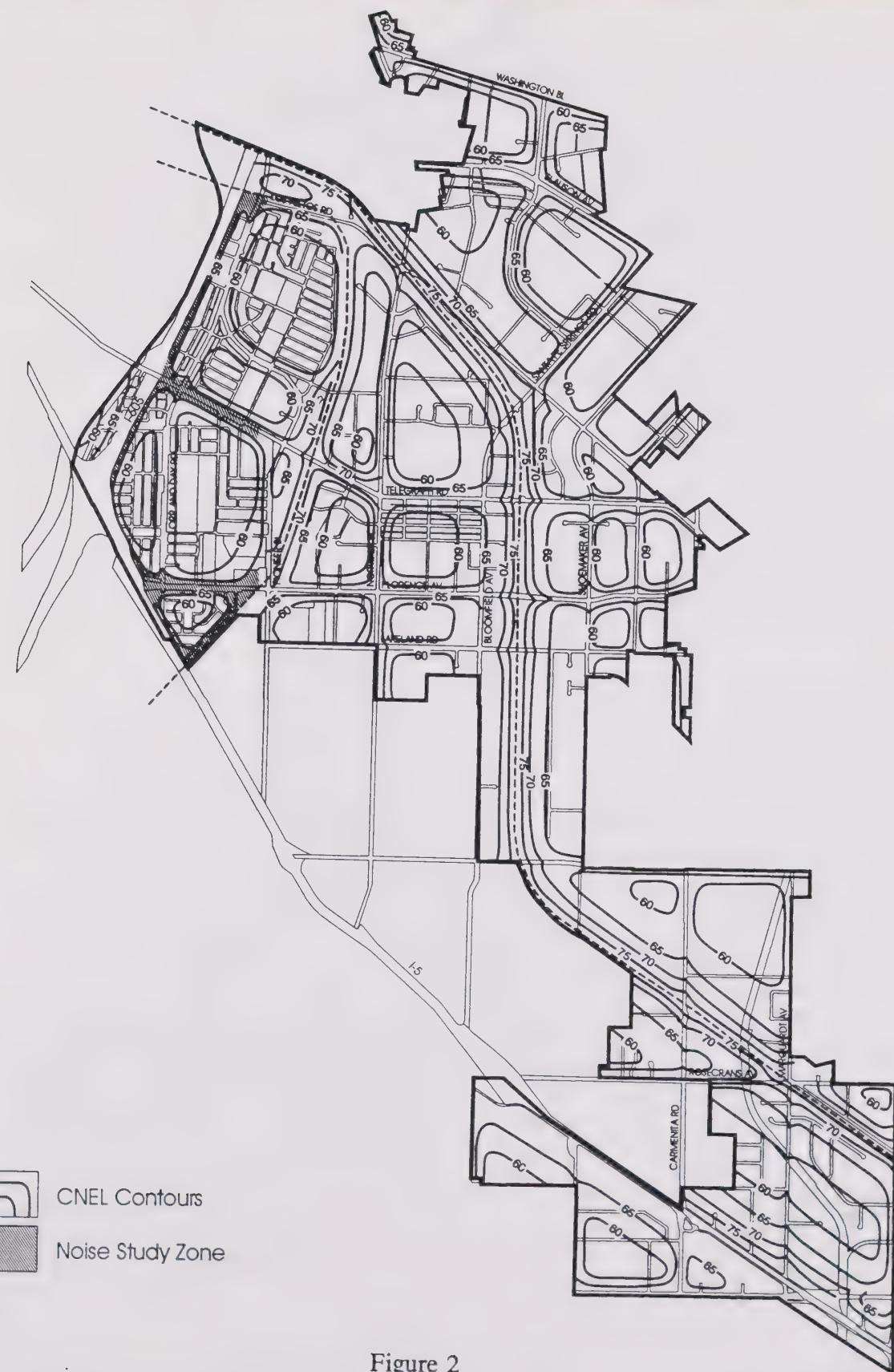


Figure 2  
NOISE CONTOUR LEVELS (1992)

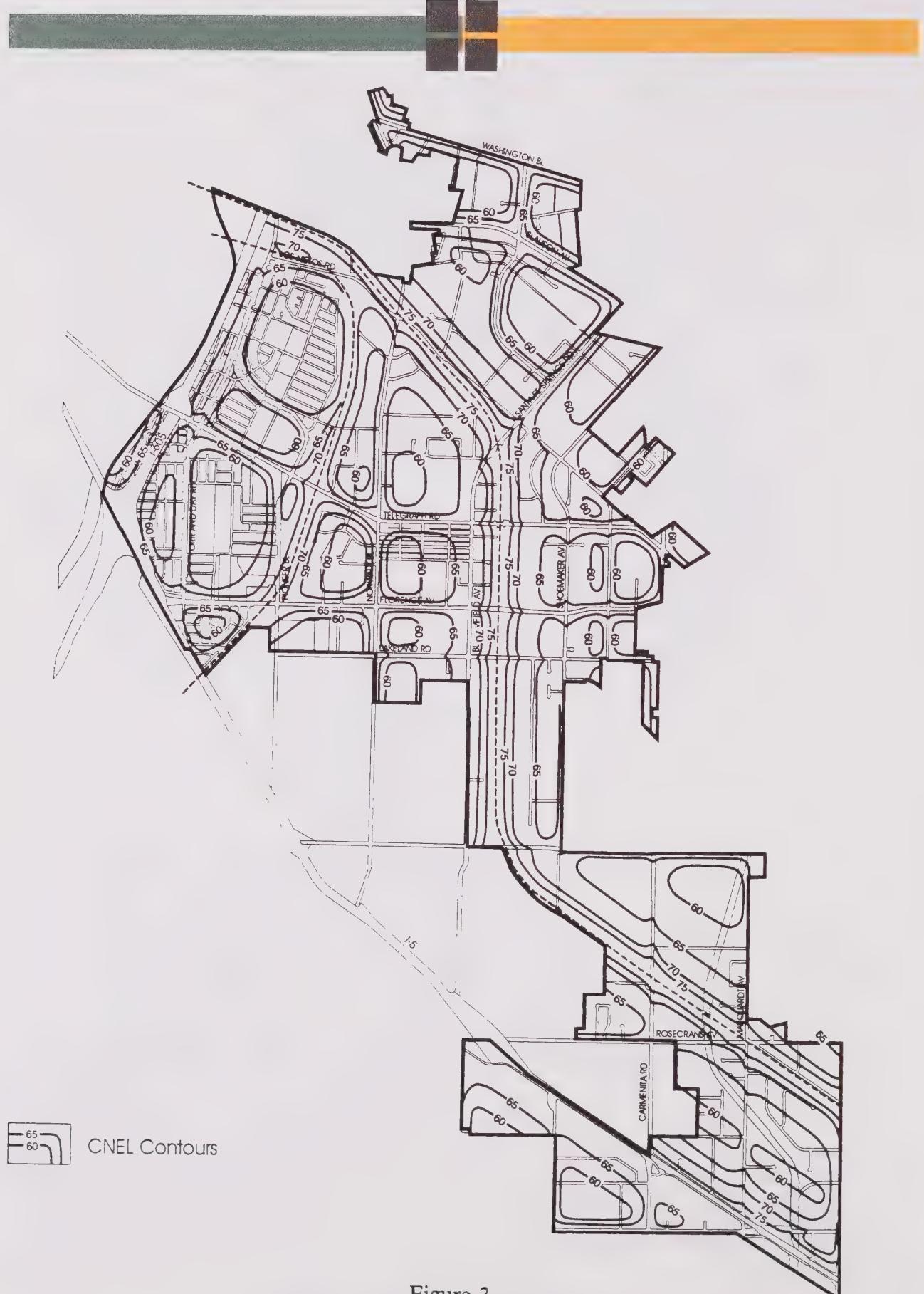


Figure 3  
NOISE CONTOUR LEVELS (2012)

## Noise Control

A local government has little direct control of transportation noise. State and federal agencies have the responsibility to control vehicle noise emission levels. The most effective method the City has to mitigate transportation noise is through reducing the impact of the noise on the community (i.e., noise barriers and site design review). Mitigation through site planning and the design and construction of a noise barrier (wall, berm, or combination wall/berm) are the most common ways of alleviating traffic noise impacts in existing urban environments. The necessary barrier height, materials, and location are engineered on a project-by-project basis. Setbacks can also be used to provide partial mitigation or full mitigation where a small noise reduction is needed. Mitigating traffic noise within the interior of existing buildings adjacent to major arterials may be achieved by retrofitting the structure to include such items as sound-proof rated windows, insulation in the exterior walls, ventilation, solid roof sheathing, etc.

The standards and criteria shown in Tables 1 and 2 specify acceptable limits of noise for various land uses throughout the city. These standards and criteria will be incorporated into the land use planning process to reduce future noise and land use incompatibilities. Table 1 presents criteria for assessing the compatibility of proposed land uses with the noise environment. These criteria are the basis for the development of the specific noise standards presented in Table 2 and represent City policies related to land uses and acceptable noise levels. These tables are the primary tools that allow the City to ensure integrated planning for compatibility between land uses and outdoor noise.

The noise levels presented in Table 1 represent exterior noise levels. The primary purpose of the noise compatibility matrix is to identify potential conflicts between proposed land uses and the noise environment. The matrix is usually used at the General Plan or Zoning level of approvals. If a project falls within Zone A or Zone B the project is considered compatible with the noise environment. Zone A implies that no mitigation will be needed. Zone B implies that minor soundproofing of the structure may be needed and should be engineered before issuance of building permits. Zone C shows that substantial noise mitigation will be necessary, such as construction of noise barriers and substantial building sound insulation. However, projects in Zone C can be successfully mitigated. The project may be approved for land use and then would be mitigated as necessary to achieve City standards (Table 2) before issuance of grading permits, building permits, or other appropriate milestones. The most effective method to control community noise impacts from non-transportation noise sources is through application of the noise ordinance. The City will review its current ordinance for adequacy and will continue its enforcement.

Table 1

## NOISE /LAND USE COMPATIBILITY MATRIX

<u>Land Use Category</u>	CNEL, dB							<u>Legend</u>
	55	60	65	70	75	80		
Residential – Single family, multifamily, duplex	A	A	B	B	C			<span style="background-color: black; color: white;">A</span>
Residential – Mobile homes	A	A	B	C	C			<span style="background-color: black; color: white;">B</span>
Transient Lodging – Motels, hotels	A	A	B	B	C	C		<span style="background-color: black; color: white;">A</span>
Schools, Libraries, Churches, Hospitals, Nursing Homes	A	A	B	C	C			<span style="background-color: black; color: white;">B</span>
Auditoriums, Concert Halls, Amphitheaters, Meeting Halls	B	B	C	C				<span style="background-color: black; color: white;">C</span>
Sports Arenas, Outdoor Spectator Sports, Amusement Parks	A	A	A	B	B			<span style="background-color: black; color: white;">A</span>
Playgrounds, Neighborhood Parks	A	A	A	B	C			<span style="background-color: black; color: white;">B</span>
Golf Courses, Riding Stables, Cemeteries	A	A	A	A	B	C	C	<span style="background-color: black; color: white;">C</span>
Office and Professional Buildings	A	A	A	B	B	C		<span style="background-color: black; color: white;">C</span>
Commercial Retail, Banks, Restaurants, Theaters	A	A	A	A	B	B	C	<span style="background-color: black; color: white;">C</span>
Industrial, Manufacturing, Utilities, Wholesale, Service Stations	A	A	A	A	B	B	B	<span style="background-color: black; color: white;">C</span>
Agriculture	A	A	A	A	A	A	A	<span style="background-color: black; color: white;">C</span>

Source: Taken in part from *Aircraft Noise Impact Planning Guidelines for Local Agencies*, U.S. Dept. of Housing and Urban Development, TE/NA-472, November 1972.

Table 2

**INTERIOR AND EXTERIOR NOISE STANDARDS  
FOR TRANSPORTATION AND IMPACTS ON ADJACENT LAND USES**

Land Use	Noise Standards <sup>1</sup>	
	Interior <sup>2,3</sup>	Exterior
Residential - Single family, multifamily, duplex, mobile home	CNEL 45 dB	CNEL 65 dB <sup>4</sup>
Residential - Transient lodging, hotels, motels, nursing homes, hospitals	CNEL 45 dB	CNEL 65 dB <sup>4</sup>
Private offices, church sanctuaries, libraries, board rooms, conference rooms, theaters, auditoriums, concert halls, meeting halls, etc.	Leq(12) 45 dB(A)	-
Schools	Leq(12) 45 dB(A)	Leq(12) 67 dB(A) <sup>5</sup>
General offices, reception, clerical, etc.	Leq(12) 50 dB(A)	-
Bank lobby, retail store, restaurant, typing pool, etc.	Leq(12) 55 dB(A)	-
Manufacturing, kitchen, warehousing, etc.	Leq(12) 65 dB(A)	-
Parks, playgrounds	-	CNEL 65 dB <sup>5</sup>
Golf courses, outdoor spectator sports, amusement parks	-	CNEL 75 dB <sup>5</sup>

**NOTES**

1. CNEL: Community Noise Equivalent Level.  
Leq(12): The A-weighted equivalent sound level averaged over a 12-hour period (usually the hours of operation).
2. Noise standard with windows closed. Mechanical ventilation shall be provided per UBC requirements to provide a habitable environment.
3. Indoor environment excluding bathrooms, toilets, closets and corridors.
4. Outdoor environment limited to rear yard of single family homes, multifamily patios and balconies (with a depth of 6' or more) and common recreation areas.
5. Outdoor environment limited to playground areas, picnic areas, and other areas of frequent human use.

## ISSUES, NEEDS, OPPORTUNITIES AND CONSTRAINTS

This section summarizes the noise-related issues, needs, opportunities, and constraints for the City of Santa Fe Springs. These will form the basis for the Noise Element goals and policies.

### Noise Issues

Through preparation of the Noise Element Technical Memorandum and review of Santa Fe Springs' Noise Ordinance the following noise-related issues are identified. These issues that follow provided the basis for the development of the Noise Element goals.

#### Transportation Noise Control

- Many residential neighborhoods are located next to heavily traveled arterials, some of which are exposed to excessive ambient noise levels.
- The City of Santa Fe Springs is bisected by two major freeway corridors - I-5 and I-605 - resulting in significant traffic noise levels.
- Increases in traffic volumes may increase noise levels at certain locations throughout Santa Fe Springs.
- Noise from train movements on the Southern Pacific rail line affects nearby residences between I-5 and Florence Avenue.

#### Noise and Land Use Planning Integration

- Many commercial/industrial and noise sensitive land uses in Santa Fe Springs are located near one another, creating potential noise conflicts between these uses.
- Trucking operations and mechanical equipment associated with commercial/industrial activities impact nearby noise sensitive land uses.

#### Non-Transportation Noise Control

- The noise impact of construction activity adversely affects noise sensitive land uses when carried on for long periods of time, and on the weekends and in the evenings.
- As in most urban settings, Santa Fe Springs residents are subject to noise from nuisances such as lawn mowers, leaf blowers, radios, parties and sporting events.

## Needs

To assess the noise issue, standards should be developed to decide the impact of noise on a specific study area or receptor location. Policies that address the noise generated by major arterials, railroads, and trucking and mechanical operations need to be considered. The policies should identify the actions needed to address the noise issues and the City agency responsible for carrying out each policy.

## Opportunities

Some opportunities that are available to reduce the amount of noise experienced within the City of Santa Fe Springs are:

- To include noise control and noise-related compatibility considerations in all new land use developments.
- To enforce the city, state and federal requirements regarding noise control. Specific requirements include the City's noise ordinance regarding intrusive noise, the state vehicle code and provisions regarding mufflers and excessively loud radios, the state noise insulation standards for multi-family developments, and the federal and state requirements regarding noise control in work places.

## Constraints

The following constraints may limit the opportunities for reducing noise within the City of Santa Fe Springs:

- Jurisdiction associated with the railroad noise belongs to outside agencies.
- Availability of manpower and expertise needed to perform noise measurements and to identify noise control measures in the enforcement of city, state and federal laws.

## GOALS AND POLICIES

The following reflects goals and policies developed to address identified noise issues in the community.

### Transportation Noise Control

#### GOAL 1: Develop measures to control transportation noise impacts.

Policy 1.1: Encourage the rail companies who traverse the City to minimize the level of noise produced by train movements by using improved vehicle system technology and by modifying their schedule to avoid train movements during noise-sensitive times.

Policy 1.2: Encourage, where feasible, noise mitigation measures such as noise barriers and realignments in the design and construction of new freeway projects in the City of Santa Fe Springs.

Policy 1.3: Continue to work with the I-5 Consortium to ensure that the widening of the I-5 freeway, including any type of High Occupancy Vehicle Lanes, does not violate any City noise standards and to require the mitigation, to City standards, of any violations.

Policy 1.4: Use the City's Commercial Enforcement Inspector to enforce the State's Vehicle Code noise standards within the City.

Policy 1.5: Consider noise impacts to residential neighborhoods and other noise sensitive land uses when designating truck routes and major circulation corridors.

Policy 1.6: Continue to work with the Metropolitan Transportation Authority to identify bus routes that meet public transportation needs while minimizing noise impacts in residential and other noise sensitive areas.

Policy 1.7: Encourage the use of alternative fuel vehicles in the provision of public transportation which would result in reduced noise impacts.

Policy 1.8: Develop a program to assist with the retrofitting of existing dwelling units adjacent to the freeways, railroads and arterials where the City's exterior CNEL standard of 65 dB is exceeded.

Policy 1.9: Continue the inspection of garbage trucks that serve the City to ensure that they are in compliance with City noise standards.

## Noise and Land Use Planning Integration

**GOAL 2:** Incorporate noise consideration into land use planning decisions.

Policy 2.1: Adopt planning guidelines that establish acceptable noise standards for various land uses throughout the City of Santa Fe Springs as shown in Table 2.

Policy 2.2: Apply the state's noise insulation standards to the conversion of existing apartments into condominiums.

Policy 2.3: Use noise/land use compatibility standards (Table 1) as a guide for future planning and development.

Policy 2.4: Review proposed projects in terms of compatibility with nearby noise-sensitive land uses.

Policy 2.5: Continue to require new commercial and industrial operations located in proximity to existing or proposed noise sensitive areas to incorporate noise mitigation into the project design.

Policy 2.6: Consider replacing a significant noise source when plans for future use of areas are developed.

Policy 2.7: Using noise contours and other industry methods, identify areas within the City that are out of compliance with current noise standards, and form Noise Study Zones qualifying these areas for special planning and programs for mitigation.

Policy 2.8: Retrofit any properties acquired by the City that are within a Noise Study Zone to satisfy current noise standards.

## **Non-Transportation Noise Control**

**GOAL 3:** Develop measures to control non-transportation noise impacts.

Policy 3.1: Conduct an annual review of Santa Fe Springs' noise ordinance, and City policies and regulations affecting noise.

Policy 3.2: Continue to minimize the impacts of construction noise on adjacent land uses through limiting the permitted hours of activity.

Policy 3.3: Require City departments to observe state and federal occupational safety and health noise standards.

Policy 3.4: Continue to require new equipment purchased by the City to comply with noise performance standards consistent with available noise reduction technology.

## **THE NOISE PLAN**

To achieve the goals and objectives of the Noise Element, an effective implementation program developed within the constraints of the City's financial and staffing capabilities is necessary. The purpose is to reduce the number of people exposed to excessive noise and to minimize any harmful effect of noise in the City. The following are the actions that the City should consider undertaking to control the impacts of noise in Santa Fe Springs.

## **Transportation Noise Control**

The most efficient and effective means of controlling noise from transportation systems is to reduce noise at the source. However, since the City has little direct control over source of noise levels because of state and federal preemption (i.e., State motor vehicle noise standards and Federal air regulations), policies should be focused on reducing the impact of the noise on the community. Cooperative efforts with state and federal offices are essential. Within the City of Santa Fe Springs are several transportation related noise sources including railroad lines, two freeways, major arterials, and collector roadways. These sources are the major contributors of

noise in Santa Fe Springs. Cost effective strategies and their influence on the community noise environment are an essential part of the Noise Element.

#### **Strategy 1**

Ensure the employment of noise mitigation measures in the design of roadway improvement projects consistent with funding capability. Support efforts by the California Department of Transportation, the County, and others to provide for acoustical protection of existing noise sensitive land uses affected by these projects. Consideration of soundwalls will be requested as part of any Caltrans and County roadway project.

#### **Strategy 2**

Continue to support the efforts of the I-5 Consortium in its plans to widen the I-5 freeway within the existing freeway's right of way. Through the consortium, require that increased noise caused by any potential widening, both in residential and commercial areas, including an elevated High Occupancy Vehicle lane, be mitigated to City noise standards, at Caltrans' expense.

#### **Strategy 3**

Encourage the use of walls, berms and other noise attenuation measures in the design of new residential and other noise sensitive land uses that are next to major roads, rail lines, commercial or industrial areas.

#### **Strategy 4**

Continue to provide for evaluation of truck and bus movements and routes in the City to provide effective separation from residential or other noise sensitive land uses.

#### **Strategy 5**

Use the Commercial Enforcement Officer from the City's Police Services Center to enforce the State Motor Vehicle noise standards for cars, trucks, and motorcycles through coordination with the California Highway Patrol and local law enforcement agencies.

#### **Strategy 6**

Encourage the reduction of train noise by requesting that the rail companies use welded track in good repair throughout the City and maintain all street crossings in good condition.

### **Noise and Land Use Planning Integration**

Information about the existing and buildout noise environment within the City of Santa Fe Springs should be integrated into future land use planning decisions. The Element presents the existing and buildout noise environments so that the City will include noise impact considerations in development programs. Noise and land use compatibility guidelines are presented, as well as noise standards for new developments. Community noise considerations are to be incorporated into land use planning. These measures are intended to prevent future noise and land-use incompatibilities.

### **Strategy 7**

Enforce standards that specify acceptable limits of noise for various land uses throughout the City. Table 1 provides criteria used to assess the compatibility of proposed land uses with the noise environment. These criteria are the basis of specific noise standards. These standards, presented in Table 2, define City policy related to land uses and acceptable noise levels.

### **Strategy 8**

Incorporate noise reduction features during site planning to mitigate anticipated noise impacts on affected noise sensitive land uses. New developments will be required to comply with the standards contained in this Element, as well as the City's noise ordinance standards.

### **Strategy 9**

Enforce the provisions of the State of California Noise Insulation Standards (California Administrative Code, Title 24) that specify that the indoor noise levels for multi-family residential living spaces shall not exceed 45 dB CNEL (or Ldn) from the combined noise sources. The State requires implementation of this standard when the outdoor noise levels exceed 60 dB CNEL (or Ldn). The noise contour maps can be used to decide when this standard needs to be addressed. The code requires that this standard be applied to all new hotels, apartment houses and dwellings other than detached single family dwellings. The City will also, as a matter of policy, apply this standard to single family dwellings and condominium conversion projects.

## **Non-Transportation Noise Control**

People, and noise sensitive areas, must be protected from excessive noise generated by non-transportation sources, including commercial and industrial centers. These impacts are most effectively controlled through the enforcement of the City Noise Ordinance.

### **Strategy 10**

Review the City's noise ordinance for adequacy and implement changes as needed to address the City's current needs. Continue to apply the noise ordinance to ensure that City residents are not exposed to excessive noise levels from stationary sources. The ordinance protects people from non-transportation related noise sources such as music, machinery and pumps, air conditioners, compressors and truck traffic on private property.

### **Strategy 11**

Require that any proposed development projects show compliance with the City's Noise Element and Ordinance before approval.

### **Strategy 12**

Require construction activity to comply with limits established in the City's Noise Ordinance.

### **Strategy 13**

Designate the Department of Planning and Development to act as the noise control coordinator. This will ensure the continued noise enforcement efforts of the City.

### **Strategy 14**

Limit delivery hours for businesses with loading areas or docks fronting, siding, bordering or gaining access on driveways adjacent to noise sensitive areas. Exemption from this restriction shall be based solely on attaining full compliance with the nighttime limits of the noise ordinance.

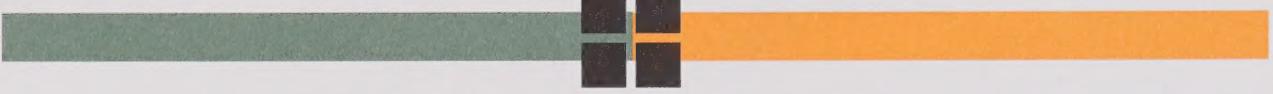
### **Strategy 15**

Require that the City comply with local, state and federal noise standards. Specifically, require all City departments to comply with the state and federal OSHA noise standards. Any new equipment or vehicle purchases will comply with City, state, and federal noise standards.

# ENVIRONMENTAL ELEMENT







## **ENVIRONMENTAL ELEMENT**

This element will eventually contain the Source Reduction and Recycling Element, the Household Hazardous Waste Element, the Non-Disposal Facilities Element, and the Air Quality Management Element.

The first three of these elements have been prepared and are currently under review by the California State Integrated Waste Management Board. Once the California State Integrated Waste Management Board has completed it's review of these elements and approved them, they will made a part of this document. The Air Quality Management Element is awaiting completion based on the Environmental Protection Agency's Federal Implementation Plan (for Air Quality).



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